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ANDERSON-ENCINAL

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### Hot Stuff!



Cayenne\*

John and Shirley Young like to cook spicy dishes. So when it came time to name their Olson 25, *Cayenne* seemed the perfect choice. And *Cayenne* is one hot boat!

John is the racing sailor in the family. And sailing in the Benicia Yacht Club series he was second in 2001, second again in 2002, and first in his class in 2003. His main is a Pineapple sail. His jib is a Pineapple sail. His genoa is a Pineapple sail. And his spinnaker is too.

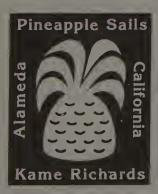
Benicia Yacht Club is changing Cayenne's handicap rating for 2004: you win, you get a 3-second-per-mile penalty. And John is thrilled.

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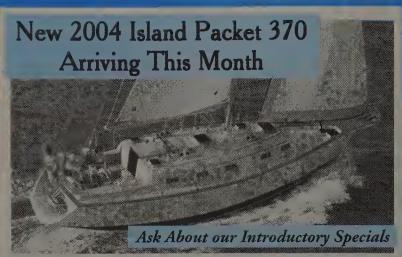


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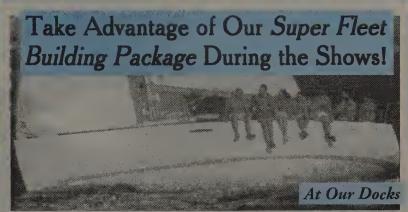
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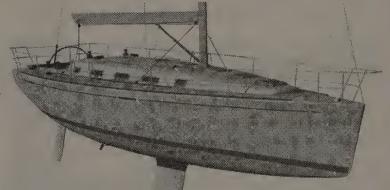


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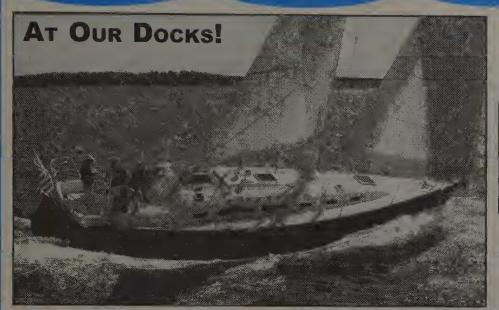
Cover: 'Pyewacket' - lean, mean canting machine.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of perlinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notlfication time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

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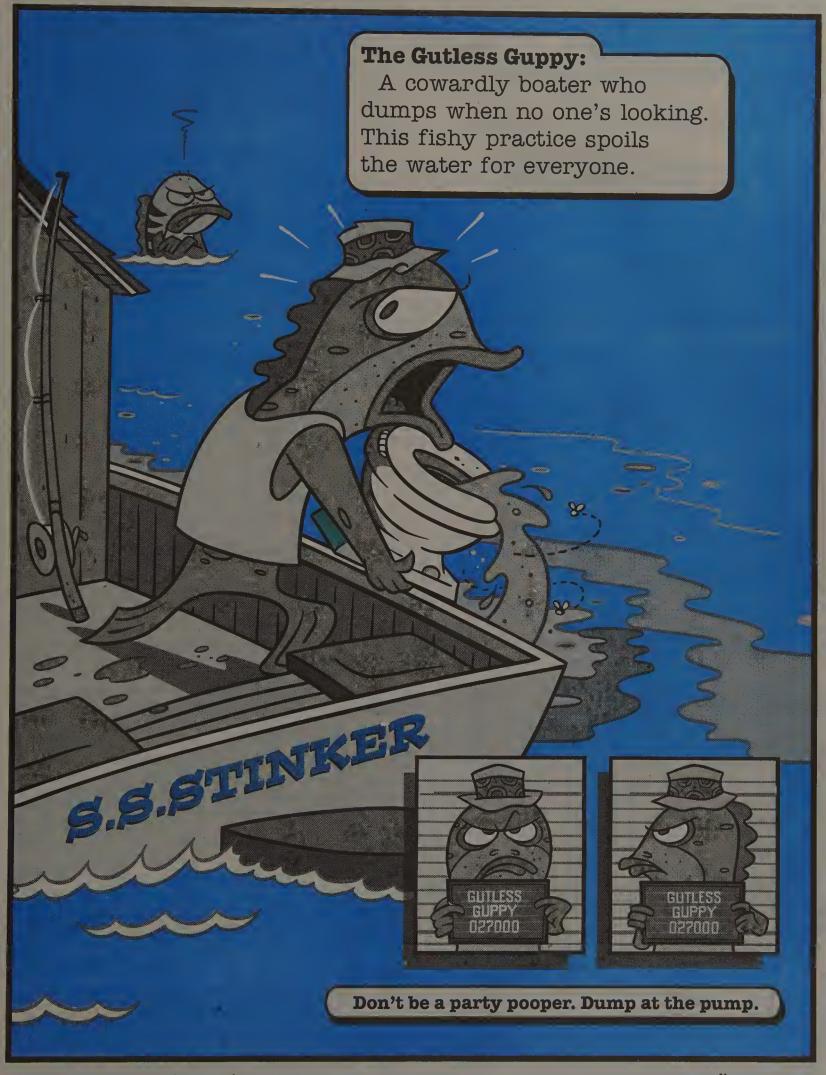
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"we go where the wind blows"

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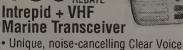
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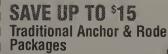


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CORSAIR F-27s 4 from	n 44,000
CORSAIR 31 UC, 2001	119,900

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FARRIER F9A, 1995 84,000
CROWTHER 38 cruising trimaran . 43,500
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1983 HANS CHRISTIAN 39 PH Beautiful condition, many extensive upgrades – must check web presentation. Offered at \$159,900.



1979 BALTIC 51
Rare find! Fully outfitted for cruising.
Superb condition. Call for more information. Offered at \$275,000.

51' Fraser, '86		\$298.	500
48' Wauquiez, '9	6	\$240,	000
44' Amazon PH.	'86		Call
40' Valiant, '78.	naminal distriction	\$150,	000
40' Valiant, '76 .	**********	\$119,	500
39' Southern Cro		\$129,	900
38' Wauquiez MI	(    €	€100.	000



1983 LIBERTY 458
Original owner boat. Teak decks perfect. New LPU on hull & spars. Furling all sails. Interior like new. \$219,000.



1990 VALIANT 40-42

Original owner, Bristol condition, carbon fiber rig and numerous upgrades. Call for more information. \$325,000.

37' Valiant Esprit, '78	SOLD
36" Sweden, '84	\$119,500
36" Malö, '03	\$285,000
	.\$88,500
35' Wauquiez, '82	.\$82,000
33' Wauquiez, '81	. \$62,500
33' Hans Christian, '85	SOLD



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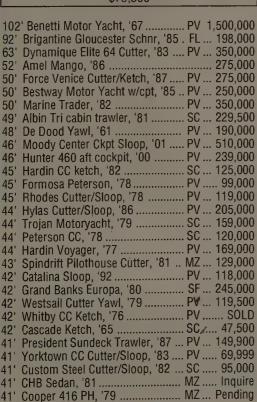




46' Moody Center Cockpit Sloop, 2001 \$510,000



41' Islander Freeport Ketch, 1977 \$79,500





Centro Marino



Center

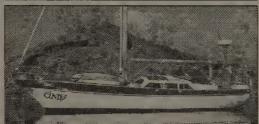
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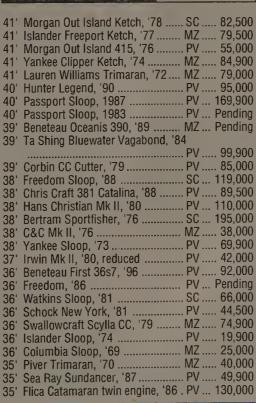
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41' Custom Steel Cutter Sloop, 1982 \$95,000



2-41' Morgan Out/Islands to choose from.





41' Lauren Williams Trimaran, 1986

35' Piver Tri, 1980 35' Flica Tri w/twin engines, 1986 33' Prout Quest catamaran, 1985

25' Glacier Bay power catamaran, 1997



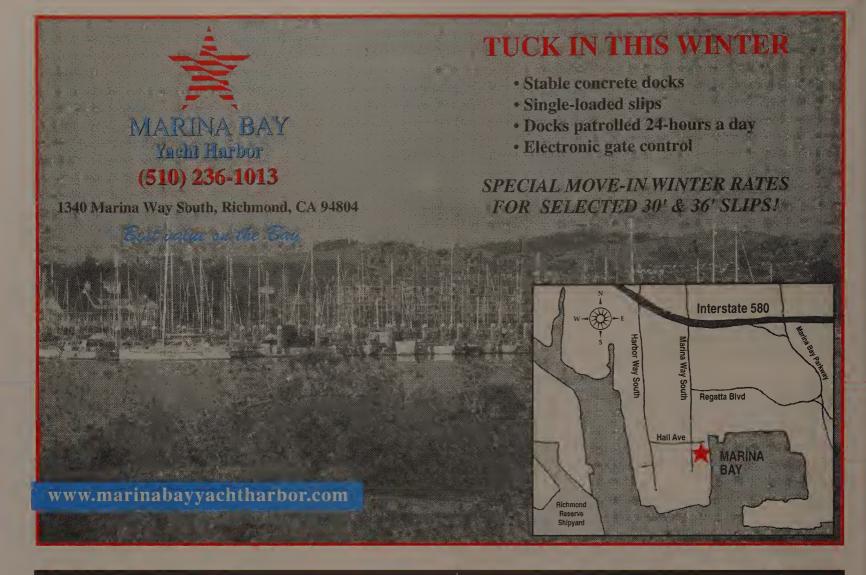
40' Hunter Legend – One Owner – 1990 \$95,000



	34'	Catalina Sloop, '90	PV.	58,000
		Formosa Hans Christian, '80		
	331	Riviera Sportfisher, '94		
	331	Prout Quest 33CS, '85	MZ.	75,000
	33'	Wauquiez Gladiateur Sloop, '82	.PV.	74,900
	32'	Swain Steel PH, '91	SC.	48,000
	32'	Blackfin Sportfisher, '88	SC.	122,900
	32'	Columbia 9.6 Sloop, '76		
	32'	Westsail Cutter, '75	SC.	30,000
	31'	Pacific Seacraft Mariah, '78		
	301	Islander A Sloop, '84		
	29'	Ericson Sloop & Trailer, '77	SC.	15,500
	28'	Dufour Sloop, '84	.PV.	22,500
	28'	Westsail Cutter, '79	.PV.	32,900
	28'	Bertram Flybridge, '72		
	27'	C&C Mk V, '85		
r	27'	Lancer Powersailer + trlr, '83	.SC.	14,000
	27	Balboa Cust. Sloop & Trailer, '78.		
	27'	Morgan Sloop, '74		
	26'	Sea Ray Bowrider, '91	.PV.	33,900
	251	Glacier Bay Power Cat, '97	.PV.	40,000
	24'	Sea Ray Sedan Bridge, '77	.PV.	14,000
	24'	Yankee Dolphin, '72	. SC .	10,000
	22'	Catalina Sloop, '83	.SC.	5,950

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Swan 82RS (2001). Fast, beautiful, breathtaking interior, easy to sail, carbon rig and furling boom, captive winches, A/C, extraordinary boat.\*



Andrews 72 (1998). Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking \$1,100,000



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Perfect condition. Electric winches, watermaker,
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Baltic 43 (1987). This beautiful yacht is full cruise ready with watermaker, liferaft & autopilot. A great interior layout, leather upholstery. Asking \$275,000



Baltic 42 (1981). This Doug Peterson racer/cruiser has all new rod rigging. Nav instruments include radar, SSB and GPS chart system. Asking \$165,000



Swan 45 Swan 75 new Swan 52 new Swan 100

Swan 70 Swan 461 *new*Swan 48 Swan 80
Swan 82 Swan 56
Swan 62 Swan 112



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Mistress is a pristine vessel in all aspects after her 1999 update. She was custom built for the original owner with many upgrades including a matte vamish interior. With the enormous sa-Ion, spiral staircase, inside steering, three large double staterooms with en-suite heads, and spacious galley, this is a standout boat. The aft cabin is a stunner with large transom windows and a roomy athwartships berth. Vo-luminous storage throughout will ensure adequate space for your cruising gear.
Offered at \$254,500.



1987 PEARSON 39



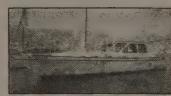
Wind Dragon II represents one of the best bluewater-capable performance cruisers in her price range. Her interior layout has got to be seen - her two private staterooms and aft head afford a high degree of liveability for a family or two couples. Add the graceful lines and excellent craftsmanship of Pearson Yachts and you've got a vessel worth considering for any cruising program. She has been very well maintained and is ready to provide years of thoroughly enjoyable sailing to the discriminating buyer. Offered at \$94,500.



50' COLUMBIA, '72 A veteran cruiser, Knee Deep is a very powerful and strong vessel and a very fast passagemaker.



49' HYLAS, '98 \$415,000 Her eager seller will consider a power or sailboat trade toward the purchase of Easthope



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50' CHEOY LEE/ALDEN, '67 \$129,000 Ave Maria is in exceptional condition and is seriously for sale. All reasonable offers will



49' BOWMAN, '81 UK-built and known for their exceptional quality, these flush deck offshore boats per-



42' BALTIC 42DP, '82 \$183,000 Cohol has had numerous upgrades including refinishing of the teak decks and new canvas

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Tower shown includes the optional antenna hoop, available for mounting other antennas in one easy to access location.



Tower shown with optional antenna hoop (radome not included)











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Catalina 380	1999	159,500
Catalina 380	1998	165,000
Catalina 36	1987	65,500
Catalina 350	2003	147,000
Catalina 34 MkII	2001	112,000
Catalina 34	1998	99,500

Catalina	34	198	55	55	UUU
Catalina	30	197	'9	22	900
Catalina	30	198	33	25	500

PREOWNED SA	LING Y	ACHTS	
Beneteau 461	2001	249,000	
Passport 40	1985	165,000	
Ben, First 40,5	1988	99,500	

Ericson 38-200	1986	85,000
Hunter 37 Cutter	1979	42,500
Pearson 37	1990	87,500
Jeanneau Sun Od	yssey	36.2
	1999	119,995
Columbia 34	1973	25,000
Hunter 34	1998	84,500
Hunter 34	1982	34,500

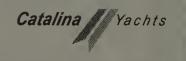
Hunter 33.5	1994	59,500
Beneteau 331	2001	79,500
Westsail 32	1976	55,000
Hunter 31	1985	27,900
Watkins Seawolf	30 1986	24,900
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July 23-25: Bodega Bay Three-Day Weekend – Out the Gate, turn right, two nights there, Farallones then home.

August 21-23: Moss Landing Three-Day Weekend – Out the Gate, turn left, two nights there, then sail home.

**September 6-9: Catalina Island** – A 400-mile downwind ride, Avalon, Long Beach, fly home.

**September 9-14: California Coastal Cruising** – Sail Long Beach, Avalon, Morro Bay, under the Golden Gate.

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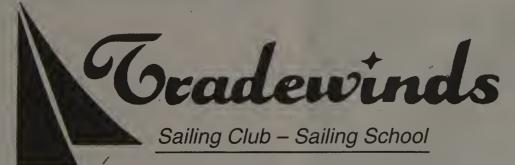
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O'Day 22	\$70	
Capri 23 (3)	\$70	Unlimited
Hunter 23 (4)	\$70	use of all
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Catalina 27	\$150	
Ericson 27 (4)	\$150	
Newport 28	\$150	
O'Day 28	\$150	Unlimited
Hunter 28.5	\$160	use of all these boats
Cal 29	\$160	\$175/mo
Lancer 30	\$160	\$175/IIIO
Catalina 30 (4)	\$180	
Hunter 30	\$180	Unlimited
Dufour 31	\$180	use of all
Cal 31 (2)	\$190	these boats
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C&C 40	\$290	skippered boats
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### CALENDAR

#### Nonrace

Jan. 30-Feb. 8 — Northern California Boat Show at the Alameda County Fairgrounds in Pleasanton. Details, www.ncma.com or (800) 698-5777.

Feb. 6 — Full moon on a Friday night.

**Feb. 7-8** — North U. Tactics Seminar at Tiburon YC, taught by Peter Isler and Andrew Kerr. Details, (800) 347-2457 or www.northu.com.

**Feb. 11** — SSS TransPac Seminar: "Electrical Issues, SSB and Sat Phones." Oakland YC, 7:30 p.m., free. Bill Charron, (510) 490-1147 or www.sfbaysss.org.

**Feb. 12** — Single Sailors Association monthly meeting and Valentine's potluck party. Ballena Bay YC (Alameda), 6:30-9 p.m., free. lnfo, www.sail-ssa.org.

Feb. 14 — Valentine's Day — be excellent to each other.

**Feb. 16** — Presidents' Day, honoring George and Abe.

**Feb. 17** — S.F. Bay Oceanic Crew Group monthly meeting, featuring Kame Richards speaking on "Tidal Currents Outside the Gate." Fort Mason Center, Room C-210, 7 p.m., free. Info. 456-0221.

**Feb. 17-18** — Marin Power & Sail Squadron next classes start at Hamilton (2/17) and Sausalito (2/18). For details, call Pete, 883-3652.

**Feb. 21** — Pacific Cup Preparation Seminar, 8 a.m. to 5 p.m. at the Fort Mason Conference Center. A party for past and future Pac Cuppers follows. Details, www.pacificcup.org.

**Feb. 21-22** — J/24 Racing Clinic at Treasure Island SC. Brian Mullen, (650) 823-0269.

**Feb. 24** — Pacific Puddle Jump at the Vallarta YC, Paradise Village. Info, andy@latitude38.com.

**Feb. 27-29** — International Judges Seminar, sponsored by ISAF and hosted by San Francisco YC. Attendees will likely be certified judges looking for certification/re-certification at the international level. Tom Roberts, 898-7802.

**Feb. 28** — YRA/US Sailing Basic Race Management Seminar at Berkeley YC. See *www.yra.org* for study questions and other pertinent information. \$30 before Feb. 10; \$35 at the door. YRA, 771-9500.

**Mar. 6** — Sail-A-Small-Boat Day at Richmond YC. Gail Yando, (510) 232-6310.

**Mar.** 13 — North U. Cruising and Seamanship Seminar at Tiburon YC, featuring guest instructors John Rousmaniere and Ed Broberg. Details, (800) 347-2457 or www.northu.com.

**Mar. 13-14** — "Modern Electronics for Yachts," offered in the Bay Area by Ocean Navigator School of Seamanship. Details, www.oceannavigator.com or (207) 236-7014.

Mar. 14 — Third Annual Coyote Point YC Chili Cook-Off and Open House, 1-4 p.m. Info, www.cpyc.com.

Mar. 14 — North U. Weather for Sailors Seminar at Tiburon YC, with instructor Bill Biewenga. Details, (800) 347-2457 or www.northu.com.

**Mar. 21** — Swap Meet/BBQ at Berkeley YC, the first one of the season. Info, (510) 714-2071.

**Mar. 27-28** — "Navigation, Basic to State of the Art," offered by the Ocean Navigator School of Seamanship. Info, www.oceannavigator.com or (207) 236-7014.

**Apr. 14-18** — Sail Expo at Jack London Square, Oakland. Save the dates! Info, www.sailamerica.com.

#### Racing

**Feb. 5, 1994** — Ten Years After, from an article called California Fifties — Riches to Rags Regatta:

The cleverly titled California 50s Riches to Rags Regatta — a 'media race' designed to introduce the new IMS 50-56 footer class to sailing journalists and their audiences — oc-



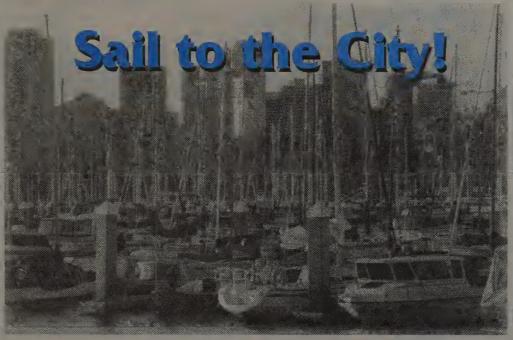








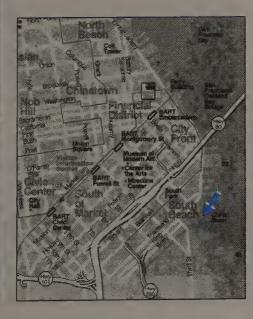




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### THE NEW CREW!



Pat Nolan and Norman Davant

### Announcing Norman Davant and Pat Nolan New Owners of Sail California

Norman Davant, previously of Quantum Sails, has teamed up with longtime J/Boat owner Pat Nolan to take over the Northern California J/Boat dealership, Sail California. Norman's many years in the sailing industry as an owner of Quantum Sails have given him a broad range of experience in performance sailboats. "The J/Boat line has always been the most impressive line of boats I've sailed," stated Davant. "From their roots in performance one design racers to their now broad range of performance cruising boats, the J/Boat line has always had the right blend of strength, comfort and performance." Norman's experience with many customers' sail inventory needs translates into a terrific advantage in technical sailboat knowledge for prospective buyers.

Pat Nolan sold his distribution company in 2000 and has subsequently been very active as president of Encinal Yacht Club. He's owned/raced two J/Boats, a J/42 and a J/125, with many successes including a Big Boat Series class win in 1999 and a Vallejo Race Record. Pat's business background in management and customer service makes him a tough customer, but one who was so impressed with Sail California's customer orientation that he leapt at the opportunity to get involved.

The new Sail California team of Davant's technical sailing skills and Nolan's customer service-oriented business background will only extend and improve the organization's track record of offering the best sailing experience on the Bay. J/Concierge Eugenie Russell and J/Boat sales agent Art Ball will provide continuity for the many J/Boat and brokerage customers. Call now or stop by to meet the new crew and see what Sail California and J/Boats can offer you today.



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### CALENDAR

curred inside Los Angeles Harbor on February 5. And guess what? *Latitude 38* won! We 'skippered' the Andrews 56 *Aldora* to a 2-minute, 15-second victory in an 8-boat fleet, and we even have a beautiful silver-plated champagne bucket in our office to prove it. Rockstars, eh? Silver sea gods, you're no doubt thinking.

Hardly. To be honest, we didn't contribute a lot to the winning effort — but as Woody Allen once said, "80% of success in life has to do with just showing up." And when we arrived at Los Angeles YC's spanking new clubhouse the morning of the race, race organizer Dave Dillehay — the godfather of the emerging class — insured that we'd have a triumphant day by assigning us to sail with him on his *Aldora*. We knew the boat already, having sailed on her during a victorious Cabo Race a few years back, and were quite happy to be back aboard.

But the competition looked formidable: our buddy Tom Leweck (Sailing World) drew Chipango, Evan McLean's slightly lighter sistership Andrews 56; Roger Tefft (Waterfront) was drafted by Neil Barth's slippery Andrews 53 Persuasion; Bill McNeely (Santana) drew Kirk Wilson's SC 50 Bay Wolf, Sherry Walker (The Log) was assigned to Dan Nowlan's SC 50 Bombay Blaster, and Steve Grillon (Performance Sailing) was supposed to sail on Angelo Peykofrs new SC 52 Two Dog Gone, but ended up somehow on Bombay Blaster instead. Chuck Cook's Andrews 50 Outta Bounds and Phillip Latiolait's SC 50 Ralphie sailed without the benefit (?) of a nautical scribe.

The normal owner/driver rule was relaxed for this purposely low-key regatta: the media 'guest skipper' was supposedly in charge for the day and could drive, drink beer, take a nap or do whatever he pleased. King for a day, finally! Personally, we felt like winning the race, so it was pretty obvious how we should allocate our crew resources: Craig Fletcher, longtime driver of the Andrews 43 It's OK!, would steer; Huntington Beach North Sails loft manager Bill Menninger would call tactics and oversee sail trim (and rag on us for wearing a Sobstad cap that day!); and Steve Dodd, one of the best bowmen in the business, would run the pointy end. Owner Dillehay, exhausted after almost singlehandedly organizing the event, was happy just to sit on the rail with his wife Kathy and watch the 50s enjoy their first regatta together.

**Feb. 12-24** — U.S. Olympic Trials for Finns and Europes (Ft. Lauderdale YC), 49ers and Ynglings (Key Biscayne YC) and Tornados (Miami YC). Info, www.ussailing.org.

**Feb. 14-15** — 75th Annual SCYA Midwinters, the traditional start of the SoCal racing season. About 20 yacht clubs host racing from Santa Barbara to San Diego. Details, www.scya.org.

**Feb. 24-26** — Staggered starts for the revived 1,120-mile San Diego to Manzanillo Race. See *Race Notes* for the entry list. SDYC, www.sdyc.org.

**Feb. 25-29** — Acura SORC, buoy racing off Miami Beach. Info, www.acurasorc.com.

**Feb. 28, 1984** — It Was Twenty Years Ago Today, from Paul Kamen's feature article titled simply *Manzanillo Race*:

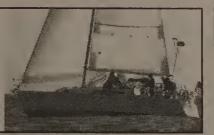
Was this going to be a laid-back slide to Mexico, or part of the grand prix IOR circuit? That was a difficult question to answer on the morning of February 28 at the San Diego YC, where a fleet of 41 IOR yachts were making final preparations for the 1,200-mile race to Manzanillo. One clue might have been the fact that the fleet seemed to be dominated by ultralights. There were more boats designed by Bill Lee than from any other designers and many others that fit the Santa Cruz ultralight formula.

### SAlifornia

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### Farr 40, Blue Chip

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J/105, '01, Scaramouche
Nearly new, hardly used, and very well cared for. Keel and rudder have been Waterline faired, and she has all the equipment it takes to be a winner. Exceptional race record. \$139,900.



46' ILC, '96, Xtreme

ABS plan approval, vacuum bagged carbon hull, H-80 Divinicell core, SP Systems Ampreg epoxy resin. \$145,000.

70' Custom Gaff Rigged Schooner, '77,	· ·	а* 595,000
53' J/160, '96, Bushwacker'		649,000
46' J/46, '01, Jacana		469,000
46' ILC, '96, Xtreme*		145,000
43' Gien L 43 Cust, '94, Van Dieman"		119,000
43' Saga, '02, Wind Shear**		312,000
42' Moody, '01, Jezebel**	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	305,000
41' Bianca 414, '80, Sundog	Reduced to	52,000
41' J/125, '98, Pearl**		220,000
40' J/120, '93, Convergence N	ew Listing	198,500
40' J/120, '98, Swept Away**		239,000
40' Farr, '86, Rascal** N	ew Listing	149,500
40' Farr, '98, Blue Chip N	ew Listing	147,500
40' Wilderness 40, '87, Falcon'		

40' Olson, '83, Aisling**	79,500
40' Northstar 40, '75, Outlandish	105,000
40' CS 40, '01, Mimi*	180,000
39' Catalina 390, '02, Alexandria*	169,500
38' Tartan 3800, '97, Gusto	199,000
37' J/37, '87, Blue Heron*	78,000
35' J/105, '01, Scaramouche*	139,900
35' J/105, '01, Hull #459**	126,000
35' J/105, '96, Kat's Meow*	114,000
35' J/35c, '90, Palio	103,500
35' J/35, '87, Strom Front**	69,900
35' J/35, '85, Grayhawk**	54,900
35' J/35, '85, Blue Streak**	49,500
35' J/35, '85, Jammin**	59,900
35' J/35, '85, Pazzo**	55,000

35' Schock, '86, Kathmandu'	55,000
35' Beneteau First 35s5, '91, Max One.	75,000
33' Synergy 1000, '99, Hull #2**	65,000
32' J/32, '98, Nauti Dreams*	138,800
32' J/32, '99, Winsome**	145,000
31' Corsair F31R, '99	112,000
30' J/30, '83, Magic Pudding**	29,000
30' J/30, '79, Garuda**	29,500
29' J/29, '87, Cay J*	27,500
26' J/80, hull #445**	New Listing 39,500

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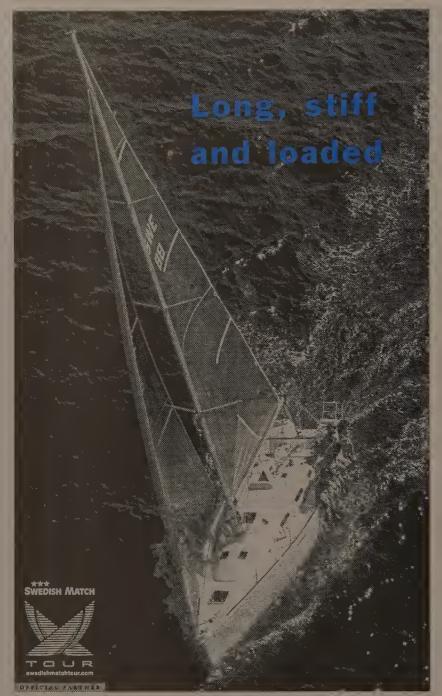
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### CALENDAR

Newest of the ultralights was the Nelson/Marek 68 Swiftsure III, owned by Nick and Robert Frazee of San Diego. They would duel with the nearly identical Saga, winner of the Cabo Race earlier this winter. Also present was Anthem, the MacGregor 65, and Merlin, still with its cut-down rig for TransPac. There were no less than five Santa Cruz 50s, two Santa Cruz 40s, and one Olson 40.

Representing the mainstream IOR machines were Dennis Conner with his new Nelson/Marek 40 Reliance, Monte Livingston's new Checkmate (formerly Bullfrog), and John Arens' new Tomahawk (formerly Margaret Rintoul), just to mention a few. Except for Miramar, John Scripps' aging 70-ft ketch, and a handful of Swans and similarly heavy racer/cruisers, the fleet was absolutely high-tech, state-of-the-art.

SDYC has raced to Mexico every other year since their 1951 race to Acapulco. In 1974, they shortened the course by 300 miles, finishing at the Las Hadas Resort near Manzanillo, eliminating the slowest and most frustrating part of the course (elapsed times to Acapulco were often up to 18 days!).

Although strictly an IOR contest, the race has acquired a very informal reputation. Spoof radio broadcasts are heard every evening and there's a lot of fooling around that you don't expect to find during a 'serious' race. Some crews are even put through an initiation ceremony just for crossing into the Tropic of Cancer the first time. *Checkmate*'s Steve Taft, an experienced Mexico racer, refers to this affair as an LPYRA event — 'Low Pressure Yacht Racing'. Looking at the Grand Prix fleet the morning before the start with the 'heavies' on the crew lists and the high-tech hardware, it wasn't easy to get into the right frame of mind for Mexico.

Well, some things never change. Like the weather between San Diego and Manzanillo. Three days out we heard the first ominous slat from the mainsail, and a few days later we were thoroughly deprogrammed and ready for *Manana*-land.

**Feb. 28-29** — Cardinal Regatta, a high school sailing contest. Sequoia YC, (650) 361-9472.

**Mar. 5-7** — 24th Heineken Regatta at St. Maarten. Info, www.heinekenregatta.com.

**Mar.** 6 — Sadie Hawkins Race, the longest-running women's skipper race on the Bay. Island YC; Joanne McFee, (925) 254-5384.

**Mar. 6-7** — Spring Keel Regatta for Moore 24s, J/24s, Melges 24s, Express 27s and Knarrs. StFYC, 563-6363.

**Mar. 6-7** — W.D. Schock Memorial Regatta in Newport Beach. NHYC, (949) 673-7730.

Mar. 13-14 — Big Daddy Regatta. RYC, (510) 237-2821.

**Mar. 13-14** — Spring Dinghy Regatta for 29ers, Vanguard 15s, 505s, Lasers, Finns, Europes and 420s. StFYC, 563-6363.

**Mar. 14-19** — MEXORC, buoy racing in Banderas Bay (Puerto Vallarta). Info, www.sdyc.org.

Mar. 20 — Rites of Spring Race. OYC, (510) 522-6868.

**Mar. 20-21** — Spring One Design Regatta for Farr 40s, Beneteau 40.7s and 36.7s, J/120s, Express 37s and J/105s. StFYC, 563-6363.

**Mar. 25-29** — Banderas Bay Regatta, low-key fun off Puerto Vallarta. Info, www.banderasbayregatta.com.

Mar. 26-28 — Alamitos Bay YC's 44th Annual Olympic Classes Regatta for all Olympic classes plus Laser Radials, 29ers, Snipes, Solings and Lightnings. See www.abyc.org for NOR and SIs.

**Mar.** 26-28 — 31st International Rolex Regatta (St. Thomas, USVI), followed a few days later by the BVI Spring Regatta and Sailfest (Nanny Cay, BVI). Info, www.rolex-cupregatta.com and www.bvispringregatta.org.



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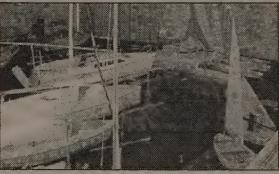


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Ruth Scott has done an outstanding job with the Hunter line at Nelson's, becoming the #1 Hunter trailerable salesperson nationwide. Knowledgeable, friendly and service oriented, Ruth has helped many new customers find the joy in sailing small boats. Hunter trailerables offer a broad range of performance and style. The classic sailing/rowing Liberty, the JY15 one design, or the Hunter water-ballasted pocket cruisers are just some of the rugged, affordable models available at Nelson's.



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### CALENDAR

#### Midwinter Race Series

**ALAMEDA YC** — Estuary Midwinters: 2/8, 3/21. M.L. Higgins, (510) 748-0289.

**BERKELEY YC** — Chowder Races: Sundays thru March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

**BERKELEY YC** — Berkeley Circle: 2/14-15. Bobbi Tosse, (925) 939-9885.

**CORINTHIAN YC** — Midwinters 2004: 2/14-15. CYC, 435-4771.

**ENCINAL YC** — Jack Frost Series: 2/21, 3/20. Steve Rienhart, (510) 522-3272.

**GOLDEN GATE YC** — Seaweed Soup Series: 2/7, 3/6. Ruth Schnapp, 386-2238.

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 2/14, 3/14. Duncan Carter, (925) 945-6223.

**OAKLAND YC** — Sunday Brunch Series: 2/1, 2/15, 2/29. OYC, (510) 522-6868.

**RICHMOND YC** — Small Boat Midwinters: 2/1, 3/7. Bruce Bradfute, 892-4189.

**SANTA CRUZ YC** — Midwinters: 2/21, 3/20. SCYC, (831) 425-0690.

**SAUSALITO YC** — Midwinters: 2/1, 3/7. Tim Prouty, 331-5204.

**SOUTH BAY YRA** — Winter Series: 2/7, 3/6. Robert Hu, roberthu@yahoo.com.

**SOUTH BEACH YC** — Midwinters: 2/14, 3/13. Gary van Giersbergen, (650) 355-4656.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

February Weekend Currents					
date/day	slack	max	slack	max	
1/31Sat	0257	0548/1.8F	0833	1155/3.5E	
	1611	1926/2.7F	2229		
2/01Sun		0044/1.2E	0352	0640/1.8F	
	0921	1247/3.8E	1659	2014/2.9F	
	2321				
2/07Sat	0229	0446/2.5E	0752	1048/2.7F	
	1334	1654/4.7E	2040	2339/3.6F	
2/08Sun	0301	0526/2.8E	0836	1131/2.7F	
	1418	1736/4.4E	2113		
2/14Sat	0113	0418/2.1F	0708	1037/4.2E	
	1451	1758/3.0F	2121	2321/1.5E	
<b>2/15</b> Sun	0228	0525/2.2F	0811	1142/4.5E	
	1555	1908/3.4F	2228		
<b>2/16</b> Mon		0033/1.6E	0338	0631/2.4F	
	0915	1246/4.9E	1652	2006/3.8F	
	2323				
<b>2/21</b> Sat	0207	0439/3.2E	0758	1050/3.4F	
	1345	1649/4.7E	2036	2333/3.8F	
2/22Sun	0242	0518/3.4E	0845	1136/3.2F	
	1434	1731/4.1E	2113		
<b>2/28</b> Sat	0121	0402/1.3F	0649	1009/3.0E	
	1440	1759/2.2F	2104	2259/1.0E	
<b>2/29</b> Sun	0231	0510/1.3F	0751	1114/3.2E	
	1539	1859/2.5F	2204		

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**SYDNEY 32, 2002.** Easily managed, traditionally seaworthy, yet technologically advanced, with a modern, comfortable interior. Large, open cockpit. **\$168,000** 



OHLSON 41, 1967. Swedish built steel cruiser. Strong and fast and ready to go. \$53,000



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**C&C 40, 1981.** Left Bank is a great family cruiser/racer capable of long distance cruising with a beautiful blue hull and Wavestopper hard dodger. **\$85,000** 



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\$20,000

\$33.500

\$168,000

\$32,500

\$29,000

\$18,000

1979

2002

hts 32

Sloop

hama 30

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C&C 40	1981	\$85,000		
Farr 40 Carroll Marine	1997	\$159,000		

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Choate 40 Dencho Marine	1981	\$39,900	Santana 35
Wylie Custom 40	1978	\$39,900	Sydney Yac
Hinckley 38	1969	\$89,000	Westsail 32
Morgan 36	1984	\$49,500	Islander Ba
Sabre 362	1997	\$175,000	Santana 30,
Sydney 3600 Sport	2002	\$189 500	

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### **LETTERS**

#### ↑UIS THIS A GREAT COUNTRY OR WHAT?

I thought I'd let you know that I indeed 'kept my chin up' after losing my Bounty II *Novia* in Marina de La Paz during hurricane *Marty* last fall. As a result, I have scored a 'new *Novia'*. She's *Sea Oak* of Ventura, which is a Rhodes-designed Pearson 41, a later version of the Bounty IIs that had been built in Sausalito. I was directed to her by friends Pete and Tracy Caras of *Foxen*, which was formerly based out of Ventura.

Thanks to credit cards, friends, and a cooperative seller, I was able to buy the replacement boat just 12 days after my Bounty II was destroyed in La Paz. Is this a great country or what?

It's going to be a while before my new *Novia* is back in sailing trim, but I'm happy as a clam to be off the dirt and back on the water. Ah yes, life is good! I just want to tell my cruising friends — who can contact me at boatbumneill@hotmail.com — that I haven't given up the cruising dream. I'll be back to Mexico soon, hopefully as part of this fall's Baja Ha-Ha. By the way, in '84-'85, I cruised a Pearson Vanguard, which looks like an 8-foot shorter version of the Bounty II, to Acapulco.

Meanwhile, the V.A. is continuing to fix the worn-out hinges in my body. I hope to be enjoying beam reaches soon.

Neill Randle Sea Oak, Pearson 41 Channel Islands Harbor

Neill — Good on ya! We look forward to doing the Ha-Ha with you.

#### **↑**UESCALERA NAUTICA

Can you tell me the latest on Mexico's plan for an Escalara Nautica or nautical stairway of marinas down the Pacific Coast of Baja and up into the Sea of Cortez? I would be interested in keeping a sailboat in a marina near Loreto or Puerto Escondido as a part-time liveaboard.

John Lekas cyberspace

John — From the day it was announced, we said that Escalara Nautica was a stupid plan based on preposterous

business assumptions and would never be built.



Nobody in the Ha-Ha has ever said they wished there was a marina at pristine Bahia Santa Maria.

In midJanuary, CNN
reported the
sum total of
work completed on the
project is a
small breakwater at Santa
Rosalillita —
which is in the

middle of nowhere on a part of the Pacific Coast of Baja rarely visited by recreational boats. The report went on to say that with President Fox having to leave office in 2006, and with him not being able to run for reelection, the chances of the project being completed are about as good as a snowball not melting in the Baja desert.

Americans have been staying on boats and leaving them unattended in Puerto Escondido for as long as we've been go-

If there is a crossing from California to Hawaii on the horizon for you in 2004, it's time to go through your sail locker. You'll need heavy air and storm sails to meet safety requirements. It's important to have the right

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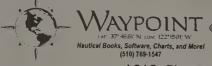


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# LETTERS

ing to Mexico. While there isn't a marina there, several 'watchers' look after the unattended boats for a small fee. The system worked quite well until hurricane Marty blew through last fall, and only unattended boats were destroyed or went up on the rocks. It's possible that either the cruisers in residence there or the Mexican government may require that somebody be aboard all the boats all the time.

#### 

I'd been meaning to respond to a mention you made a few months ago of sailing pioneer Harry Pidgeon, who was the first man to do a circumnavigation after Joshua Slocum. But I've been busy moving our new boat — more on her later — down to Florida.

It's been over 55 years since I reminisced about Pidgeon, who, along with my dad, was one of my mentors. Both Harry and my dad owned Seagoer yawls. Harry's was named *Islander*, while my Dad owned *Svalan*, which he later renamed *Temptress*. Unlike's Pidgeon's boat, my dad's boat had a trusty clunker. Not only did it serve us well for maneuvering in and out of port, but it also heated a can of beans — after puncturing a hole for venting — while motorsailing out to Catalina.

Back in 1948, when I was 12, I lived aboard with my dad. It was about that time that we met Harry and went aboard Islander to share cruising dreams. Harry had sailed around the world many years before — 1921 to 1925 — so I sat in awe and listened to every word of his sea stories. He even asked if I'd like to go on a cruise with him. I was ready to jump at the chance, but my parents weren't keen on the idea.

My dad was full of salty yarns and lessons which I've never forgotten. For example, he told me that when I was in my bunk at night, I should keep my arm over the rail. That way I would feel the water if it came over the floorboards. Thankfully that never happened, but it was ingrained in my mind.

In 1955, I purchased my own boat, a John Hanna 37-ft Carol ketch. After sailing her to the Galapagos, I took her



Harry Pidgeon of Southern California was the second man to solo around the world aboard 'Islander', which he built himself. Then he went around again, becoming the first to solo circumnavigate twice.

through the Panama Canal to the Caribbean. This began my ownership of a series of wooden boats that included a 32-ft Alden Malabar Jr., a 49-ft Alden ketch which I raised a baby, and later a 42-ft ketch. Only

once did I fall in love with a fiberglass boat, an S&S-designed Nautor Swan 36, which I dearly loved. But she ended up in the boatyard for six years while a new layer of epoxy was put on her hull.

Not to be boatless for long, my husband Jacques and I starting searching for a boat — and discovered a real project in the pages of *Messing About In Boats*. As he was reading the magazine one evening, Jacques said, "Listen to this, there's a 25-ft Sea Bird yawl that was built in 1949 that's for sale to a competent craftsman. She is located in Greensboro, North Carolina. Are you familiar with this design?"

"Do I know that design?!" I enthusiastically answered. "My

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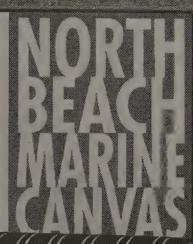
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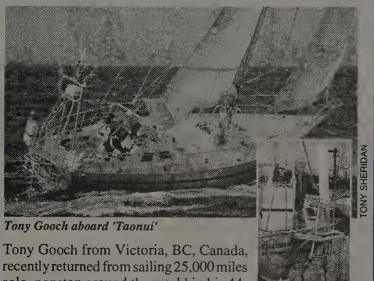
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### LETTERS

dad had the larger sistership, and we lived aboard her and spent many weekends sailing around Southern California. She was designed by Tom Day, editor of *Rudder* magazine, who also did the Sea Bird and Naiad designs with the help of C.D. Mower and L.D. Huntington." I reminded my husband of meeting Harry Pidgeon.

"I must have this boat!" Jacques announced after my reminiscing. To make a long story short, a couple of months ago we tossed our futon into our old '87 Ford van that we use for our flooring business and headed north, pulling our rebuilt two-axle trailer to pick up our restoration project. We were not disappointed in what we found in Greensboro. The stout little yawl indeed had a special charm, but she also needed lots of TLC. The former owner had discovered this historical little ship abandoned in the woods of North Carolina, and pulled her out by tractor, awakening her gently from her long hibernation. Maybe this became more of a project than he expected, which resulted in the ad in Messing About in Boats.

The lovely little yawI was nameless, which we could tell made her sad, so we promptly christened her *Kittiwake*. We then hoisted her on our trailer along with her mast, booms, and hardware. As we lovingly stroked her transom, we assured her she was headed for plenty of TLC at her new home in southwest Florida. I think I felt her give a sigh of relief!

The return trip to Florida was to take two days. However, just past the Savannah River on I-85, our transmission gave out. We were stranded there for five hours until the tow truck arrived to pull our van and boat 70 miles to Athens, Georgia. Since it would ultimately take three days to get the transmission repaired, we began restoration work on *Kittiwake* right there on the busy main street of Athens. Naturally, this created a great deal of interest. Many people stopped to talk, ask questions, and give advice. We welcomed their comments and enthusiasm, but thought most of them were getting a good chuckle out of two aging hippies restoring an old boat.

While we waited for the transmission to be repaired, we tore out the centerboard trunk and centerboard, which made for far more room below. We made plans to build a fixed keel, as fully detailed in an article in *Wooden Boat* magazine that the previous owner had given to us. It was interesting to learn that the original Sea Bird plans were redrawn and revised for *Wooden Boat* by D.W. Dillon in April 1981.

We had all the experience, tools, plans, patience and dreams to make this beauty come alive again. All we needed was to get our transmission repaired and back on the road to Florida. We're now home in Punta Gorda, where the palm trees sway. As promised, *Kittiwake* sits patiently under the carport waiting for us to begin the arduous work of giving her a face-lift. The Peace River launching ramp is five minutes away, so that will keep the dream alive as we begin this history-making restoration.

Ginny-Lea Duba-Filiatrault Kittiwake, Seagoer Yawl Punta Gorda

Ginny-Lea — Your life sounds as though it's been as adventurous as your name. We can't imagine many women of that era who owned as many boats or who sailed so far. Furthermore, we love you and your husband's hippie spirit. Please keep us posted of your progress.

Not to shortchange the accomplishments of Harry Pidgeon, he did a second circumnavigation from '32 to '37.

In one of the first few issues of Latitude, we reported on a guy from Oakland named Tiger, who proclaimed that he was going to sail a 26-ft Sea Bird yawl around the world. He made

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# **LETTERS**

quite a deal of it, and gathered experts in his apartment one night to chart a course. A map of the world was produced, arms were waved, and the course was settled on in a matter of about seven minutes. Tiger eventually loaded up the boat with food, and sailed out the Gate. He was back the next day, however, his dream of a circumnavigation over. "I didn't realize that it was so much rougher outside the Gate than on the Oakland Estuary," he explained.

#### **NANOTHER WOOD DESIGN THAT WAS SOLOED**

I was glad to read in your December issue that Vito Dumas' book about his circumnavigation has finally been translated into English. I have a well-worn copy of the original Argentine edition of *Alone Through The Roaring Forties*, which was published in February of 1944, shortly after he completed his trip. I inherited the book from my father, who knew Dumas.

Growing up in Buenos Aires, I often heard Dumas' name admired by other sailors. It is unfortunate that World War II — he went around in '42-'43 — prevented greater publicity of his amazing accomplishment. At least his boat, *Lehg II*, is lovingly preserved at the Museo Naval in Tigre, a suburb north of Buenos Aires. It's well worth a visit if anyone is in the area.

Mabelle Lernoud Monterey

Mabelle — For the record, Dumas was the sixth man to have sailed around the world solo. His was the seventh solo circumnavigation, however, because Harry Pidgeon, mentioned in the previous letter, did it twice before him.

Incidentally, Dumas' book was translated into English back in the '60s. McGraw-Hill just decided to do a re-release of many of their classic sailing books.

#### **↑** MAKE SURE TO WEAR SOME FLOWERS IN YOUR HAIR

I'm thinking of moving to the San Francisco area. I've heard that liveaboards are verboten. Are there any marinas in the San Francisco area that allow liveaboards?

Steve Morris Stockton

Steve — There are marinas in the San Francisco area that allow liveaboards, and some of them actually have BCDC permits to do so. Other marinas allow liveaboards without having the proper permits. And finally, there are some marinas that don't allow liveaboards, but have them nonetheless. 'Why be normal' and 'why be consistent' might as well be the mantras of the Bay Area.

Given the extremely high cost of housing here, we're doubtful that there are any legal liveaboard berths available. But there's no harm in calling around to ask or to get on a waiting list

#### **↑** WE WEREN'T THE CAUSE OF THE DELAYS

I'm the president of Kevin's Quality Marine, and we haul boats. In the December issue, there was a *Changes* in which the authors described an unhappy experience using our services. They claimed that our truck was late and that they couldn't reach us by phone. It made us sound unprofessional.

I've been a faithful advertiser in *Latitude* for years, and have been very happy with the results — but I was disappointed that you didn't contact us for our side of this story. If you had, you would have learned that the reason the delivery took so long is that the customer told us the boat was one foot lower then it actually was. As a result, the truck and trailer scheduled for the pickup — which did arrive on time

Marin

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Rodney Hagebols, the Director for Grand Prix Sailing Academy, has over 16 years of coaching experience, and before joining GPSA, he worked with the Australian and Japanese Olympic teams, coached **James Spithill** (Skipper of the OneWorld Challenge) to two world youth match racing championships, and managed two America's Cup boats. In his own racing career, Hagebols has won the Australian National Championship in the Fireball and Flying Dutchman classes, was the South Pacific champion in the International 14s and has 40,000 miles of ocean racing experience.

In the fall of 2003, Rodney coached teams in the Star European Championships and ISAF Olympic Sailing World Championships. Most recently he raced in the 2003 Sydney Hobart Race on Skip Sheldon's *Zaraffa* with his good friend **Mark Rudiger**. Late in January he will be coaching German Olympic medalist **Mark Pickel** in the Miami Pre-Olympic classes' regatta.

Please join us in welcoming Rodney! Light cuisine will be served and the bar will be open.

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rearcommodore@southbeachyc.org so we may properly prepare for the event.

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# LETTERS

— couldn't have transported their boat at a cost-effective rate. So, as they reported, we used the truck and trailer to haul another boat that wasn't as tall. We immediately arranged for another truck and a lower trailer, but they couldn't get there for eight days.

Furthermore, the customer was calling the wrong number for a week. I know he still thinks he was calling the correct number, but believe me, we have trucks on the road 24/7, 365 days a year, and our office can't be closed for a week. During the interim, we called and left messages on the customer's recording machine. As soon as we were able to reach them, we explained the problem of the boat height and the length of the delay.

I don't want to get into a war with the customer, but I do want to present our side of the story.

Kevin Bassham Kevin's Quality Marine Sacramento

Kevin — We apologize. We should have presented your point of view also.

#### **↑**↓THE FLY, BUY, SAIL & SELL CRUISING PLAN

I'm new to sailing and was wondering if it's feasible to pick a particular sailing area, fly there and buy a boat, cruisè the area for a desired amount of time, and then sell the boat and return home. My definition of 'limited time' would be six months to a couple of years. The cruising areas might be the Pacific Coast of Mexico, the Caribbean, Tahiti, or some other popular cruising destination.

Suppose I flew to Tahiti in October, bought a bought for \$30,000, cruised the area until the following May, then sold the boat for \$30,000 and flew home. Would transfer and registration costs make this idea cost prohibitive, or are there

individuals doing this?

I realize that the process of buying and selling boats varies in complexity and expense in different places. Maybe what I am proposing would be unworkable in most or all areas. Maybe if there were a way to become an international boat broker it would be worth pursuing. Would becoming a broker reduce the costs?

Bob Boylan California

Bob — People do what you're suggesting all the time. They fly to Europe or the Caribbean, buy a boat, cruise there for a couple of years, then sell the boat. Transfer and registration costs are minimal, as long as you're familiar with the rules, which vary from place to place. In any event, you, as a foreigner, shouldn't have to pay any sales tax. Indeed, it's our understanding that if you buy a boat in the European Union on which the VAT has been paid, you can actually get some of it refunded if you take the boat out of the European Union.

Even if you buy a boat on the other side of the world and it never comes close to the States, you can still document it as a U.S. vessel. If you want the boat flagged somewhere more interesting — such as the British Virgins, St. Vincent, Anguilla, or the Cayman Islands — you can do that, too. But it's going to cost a couple of thousand dollars, particularly if you're going to start a corporation to own the boat. Nonetheless, in certain situations, the nationality of its documentation as well as the nature of its ownership — whether it's owned individually or by a corporation — can make a big difference in the bottom line when it comes time to sell.

In the beginning, the various rules in various places can







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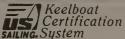
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### **LETTERS**

seem complicated. For example, you couldn't do your Tahiti plan because at last word they weren't letting Americans cruise there for more than three months a year. And if the visa wasn't obtained in advance, they were only allowing one month. But if you do a little research, it's often easy to find ways around such problems.

There is no such thing as an 'international yacht broker', just brokers who are licensed in more than one country. It's not going to save you any money to become a broker.

Keep in mind that when you buy a valuable asset in another country, you're more or less speculating in the currency. Sometimes you can make out like a bandit. For example, Americans who bought French boats a year or two ago when the dollar was very strong and are now about to sell them when the dollar is very weak, are making a killing because of the dramatic change in the rate of exchange. In most cases they've made 25% or more of the value of their boat! However, if you were to buy a boat in Europe now, and try to sell it later, if and

when the euro drops in value, you could take a significant financial hit.

Lastly, there is no guarantee that if you buy a boat for \$30,000 that someone else will pay the same amount six months to



There's no reason not to buy a boat in the European Union and drop the hook in great places such as Villefrance in the South of France. After a couple of years, you can sell the boat there, too.

two years later. A lot — both good and bad — can happen in that time to change the value of the boat.

Only one thing is for certain: Buying and keeping a boat in a foreign country is an adventure. Based on our experience, it's a very enjoyable one.

#### **↑**UCONTACTING LLOYD

I want to respond to Lloyd Sellinger of Newport Beach, who wrote the *Good Old Boat, Good Old Crew* letter about wanting to do the TransPac with some older guys on his Cal 40. How can I contact him?

Dave Thompson dthompson40@juno.com

Dave — By getting his email address from the following letter.

#### 

Thank you for running my December letter about entering my Cal 40 in the next TransPac with a group of senior sailors. I have received great responses from it. I promise that I have only one more favor to ask. I need a sponsor or two, and wonder if you have any ideas on the subject. I plan to contact AARP, Viox, Celebrex, Ben-Gay, Viagra, and so forth. Do you have any advice? I can be reached at (949) 640-8500.

Lloyd Sellinger Southern California

Lloyd — Our thought on sponsorship is that it would almost cost you less money to do the TransPac than it would to professionally pitch a sponsorship proposal to the brand man-





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# **LETTERS**

agers of the major products you've mentioned. And that if you went ahead and pitched them anyway, that you would come away empty handed — except, perhaps, for a couple of sample boxes of Viagra.

If you're serious about doing the TransPac, we think that you need to be realistic and assume that you'll almost certainly have to fund it yourself. The only alternative is if there are crewmembers interested enough to go on a shared expenses basis.

#### **↑**UGETTING THE GUNBOATS RIGHT

It was with great interest that we noted the photo you took and the several mentions you made of the Gunboat 62 in the January 6 'Lectronic Latitude. Just for your information, that boat had to be Safari — not Tribe — Gunboat 62 hull #2, which is doing charters in the Caribbean. Tribe has been sold, renamed Spirit, and her new owners are sailing her out of St. John in the U.S. Virgins.

Hull #3 is currently in Cape Town undergoing some interior furniture changes at the builders, and hull #4 is under construction.

Bert Kornyei Wareham, MA

Bert — Sorry for the mistake, it was a case of too many boat names and not enough RAM in our brain.



This is indeed 'Safari' rather than 'Tribe', crossing the finish line at Gustavia.

We certainly hope that Tribe and Safari will both join Profligate, Little Wing, and other cruising cats at the BVI Spring Festival — which is going to be killer fun — at the end of March. And perhaps for some additional non-serious races in the good breezes and flat waters of the Sir Francis Drake Channel. By the way, Latitude readers should know that Safari, to the best of our knowledge, is still available for charter for the Heineken and the

BVI Festival. She would be a hoot in either event.

#### **↑USAME WIND IN THE CARIB DOESN'T SEEM AS STRONG**

Here's a quote from *'Lectronic Latitude* early this year: "Because it's warmer and therefore thinner, the wind in the Caribbean doesn't seem as strong as on San Francisco Bay." This sounds like a great topic for Max Ebb to delve into.

Fairwinds — warm or cold — all. By the way, we had a low of 4° here in Puget Sound last week. I put up with it because I know I'll be back in Mexico next year.

Terry Bingham Secret O' Life, Union 36 Eagle Harbor, Washington

Terry — The issue of whether 25 knots of cold wind has more force than 25 knots of warm wind first fascinated us in the early '80s. So while covering one of the early Pan Am Clipper Cup Series in Honolulu, we put the question to the crew of Exador, a brilliant 40-footer from New Zealand that had kept up with boats much longer than her — at least until a wave



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# **LETTERS**

the height of her upper spreaders dismasted her off South Point on the Big Island. The Exador crew told us that colder wind had more force, so while they could only carry a certain chute to 18 knots relative to the true wind in New Zealand, they could carry the same sail to 22 knots of true wind on the same point of sail in Hawaii.

It's also true that balls — be they footballs, golf balls, or baseballs — travel further in warm air. And that airplanes have a much easier time taking off in cold air than hot air.

So if Max Ebb and Lee Helm would like to describe the effect temperature has on the force of the wind, and explain if force and the speed of the wind are always proportional, we'd all be a lot smarter.

#### **↑**₩WE PRAYED HE WOULD FALL IN AND DROWN

This is my first letter to a publication, but I was so outraged by the proclamation of the fellow on My Way — "I'll play my stereo as loud and as long as I want in the anchorage, and if others don't like it they should go to another anchorage" — trying to pass himself off as a cruiser.

I will continue to call him *My Way*, because however unlikely, there may be an evil twin of his plying the waters of the Pacific coast. I believe that we have not only met him, but he unfortunately dogged us down the coast of Mexico. His music was so loud that once during dinner we had to keep our hatches closed for some quiet — and he was half a mile away. At night I had to resort to earplugs! The Evil Twin didn't play music through the typical eight-inch round speakers found on most boats, but through a P.A. system.

As we picked up to leave the anchorage, he danced on his foredeck — apparently celebrating the solitude of the anchorage. We prayed that he would fall in the water and drown.

The most unfortunate thing is that 'Evil Twin' tries to come off as a caring and supportive guy on the local nets. Some cruisers fall for it. Including us — until we met up with him. Lucky for us, we have passed into a new ocean and have left *My Way* or his Evil Twin behind. Still, it's not far enough behind for us. But we think we know why he's now singlehanding.

Thanks for letting me blow off some steam.

P.S. Bob and I originally hail from the United Kingdom, but the hailing port on our boat reads Oyster Point. That's where we bought her, kept her for two years, and learned to love your gracious magazine.

P.P.S. We've found Cartagena to be one of the hidden gems of the cruising world. I'm sure the crew of *Profligate* had a wonderful time and were charmed by this Old World City.

Kate Star White Star, Custom S&S 42 Cartagena, Colombia

Kate — We're sure you didn't really want him to fall in the water and drown, but we all know what you mean.

#### $\uparrow \downarrow i$ would gladly boycott any restaurant . . .

The story in the January 13th 'Lectronic Latitude about the divers near Cabo freeing a 40-ft female humpback whale completely ensnared in drift nets moved me to tears.

In the report it was said that drift nets are used in order to provide seafood for chain restaurants in the United States. If that is true, then shame on us! I, for one, would be more than happy to boycott any restaurant in the United States that sold seafood that was caught with the help of drift nets.

Has anyone done the research to let the public know what products and which restaurants are connected to this hor-



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### LETTERS

rible practice?

Mike Currie Poulsbo, Washington

Mike — We're not experts on the subject, so we don't know:

1) if it's true that drift nets are used primarily in order to provide seafood for chain restaurants in the United States; 2) what types of seafood are involved; and 3) what chain restaurants and stores sell seafood caught with drift nets. But we'd like to know, for although we currently eat sashimi at least four times a week — they call us 'Saba San' — we would glady join you in a boycott such as you describe. Can anyone provide us with factual — not emotional — answers to the questions above?

On the hopeful side, just the day before, 'Lectronic Latitude published an excerpt of an article in the Western Outdoors News in which it was reported that Ramón Corral Ávila, Mexico's new chief of fisheries, said that the following would be banned:

- drift gill nets in all Mexican waters
- longlines inside 50 miles by boats longer than 27 feet
- foreign factory ships in Mexican waters
- 'shark research' boats, from taking dorado, billfish, and other gamefish as 'bycatch' inside 50 miles

These would all be tremendous steps forward, if they are indeed taken and enforced. Let's hope that they are.

#### **↑** PRISMATIC COEFFICIENTS AND HULL SPEEDS

In response to the letter by Dave King of Saraband:

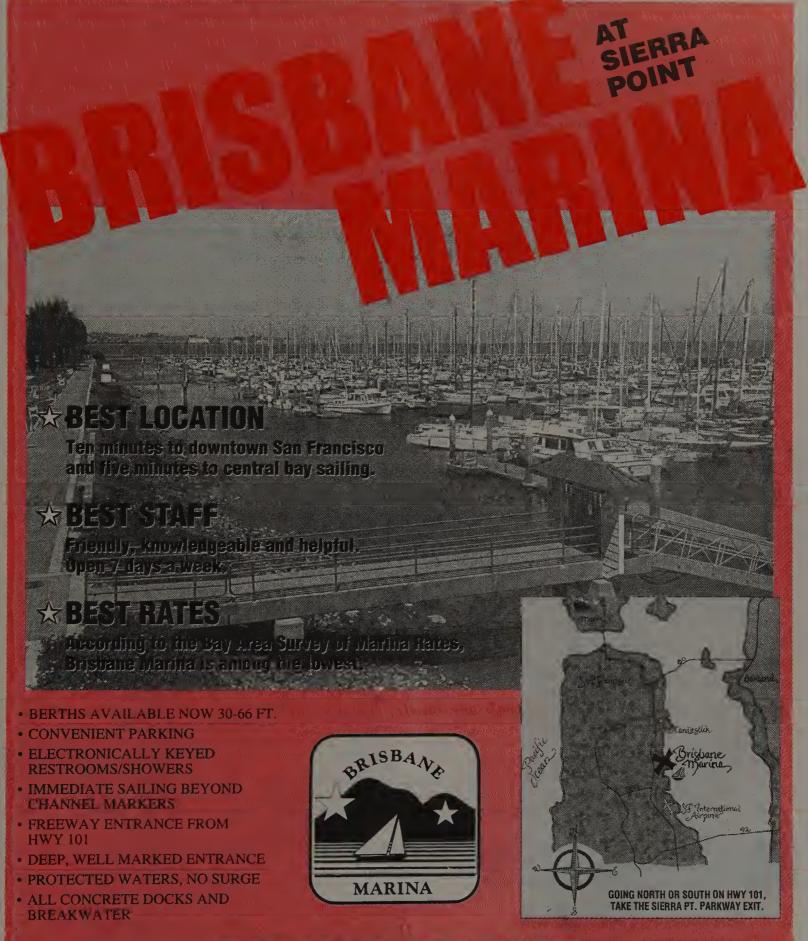
Max Ebb can't tell a prismatic coefficient from a planimeter, so he, like, leaves it to me to clean up his mess after he goes and starts a religious war with the WetSn. . . er, I mean the Westsail people. Funny, 'cause I thought that discussion ended up favorable to full keels, by the time I was done with the math.

For sure, too much education can be a problem. But like, too little can be worse. Take David King's alleged "benefits of a higher prismatic coefficient." He says in his letter that "the lower the number, the slower the theoretical hull speed. Conversely, the higher the number, the faster the theoretical hull speed."

BZZZZZZT. Wrong. The optimum prismatic for slower speeds is lower, and the optimum prismatic for faster speeds is higher (for boats of similar length). That's not the same thing. The "theoretical hull speed," as the term is usually applied, is still the speed of a deep water wave having a length equal to the boat's waterline length. This is the square root of g L over 2 pi, which works out to 1.3407 L for L in feet and speed in knots. On Mars, if they find enough water to sail in, it would be 0.8265L.

I like boats with higher prismatics, too. But just because a boat has a higher prismatic doesn't make it fast — I mean, look at the chart in Skenes (Skene's Elements of Yacht Design, p. 122). The quantity plotted is resistance per ton. Get it? Resistance per ton. So even if you have the right prismatic for pushing the top end of hull speed (as in, like, running with the trades), multiply by the weight of your crab-crusher and you're still slow compared to a lighter boat, even one with a hull shape optimized for the slower speeds of upwind sailing.

But like, there's no reason to start a urinary Olympiad about whose is faster. The PHRF committee does a pretty good job of that. The Westsail isn't on this year's list, but it used to be anywhere from 216 to 228. Prob'ly 216 is the number for the one with the feathering propeller. Same rating as a Ranger



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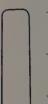
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### LETTERS

23. Now, where are all those more modern 32-ft boats that a Westsail is supposed to be able to beat?

Lee Helm San Francisco Bay

#### ↑UA 25.000-MILE COMMUTE

l just read your *Sightings* item about bird migrations, and want to recommend an incredible movie — *Winged Migration*. Rather than have a typical plot, the movie focuses on bird migrations. It shows one bird, for example, that migrates from the North Pole to the South Pole each year, some 25,000 miles. Talk about a commute! The credits at the end of the movie list approximately 80 photographers. The DVD version has a segment detailing how the movie was made. This is a movie that seems to pass in a micro second.

Bill Stapp Sonrisa, Cal 34 Marina Bay

Bill — The natural world is amazing. While in St. Barth at the beginning of the year, we read about the white-tailed tropicbird. Except for a short breeding period at maturity, these birds spend their entire lives at sea, sleeping on the waves and eating squid and small fish. After coming back to breed on land, the female lays a single light-beige egg with tiny red spots. It used to be that the biggest predators of these eggs — as well as turtle eggs — were gourmets. But education has mostly stopped that. Now the biggest predator is rats, which the island is trying to keep at bay through the use of zoning laws.

#### **1**<sup>₩</sup>IT'S WISE TO LIFT YOUR DINGHY EACH NIGHT

In response to a question asked in 'Lectronic Latitude, I've found that if you lift your dinghy out of the water each evening after the last trip from shore, there are three good things that will happen:

1) You're probably only going to have to clean the bottom



There's nothing good about a dirty boat bottom, as it wastes fuel and gives you the slows.

once every few months when you lift the dinghy out for a passage.

2) It's much harder for it to be stolen while you're sleeping than if it were in the water.

3) It's less likely to become acci-

dentally untied from your boat.

l just bought a new dinghy, which l ordered with an unpainted aluminum bottom. It will never get scratched, it doesn't show the rust stains from constant contact with saltwater, and with grey Hypalon tubes, doesn't look half bad.

> George Backhus Moonshadow, Deerfoot 62 Sausalito / New Zealand

#### **↑**\$\prodents can do extreme damage to a boat

A couple months ago, I sent in a letter regarding rats in-

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"I wanna give it awa, but my wife won't let me "

Pete Van Inwegen,
Owner/Manager

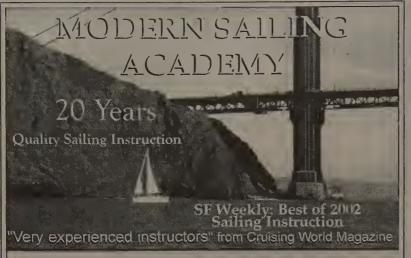
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# LETTERS

festing my boat at a boatyard in the Florida Keys, where I had left her on the hard for six months, beginning in May of 2002.

The letter was not published. Did the boat yard refute my claim? Was it deemed news not fit to print?

I don't recall if I mentioned the name of the yard, but if you contacted them, they may have told you that food had been left onboard. I had to leave the boat on an emergency basis, so I asked the yard to remove the food. They billed me for the removal of the food and I have receipts showing I paid for that work, but they didn't do it.

After we left the boat, the yard placed it touching adjacent mangrove trees, providing rats with an easy highway onto our boat.

There are some very irresponsible yards out there, and cruisers should not be allowed to fall victim to them. This yard disclaimed responsibility for everything — even the outboard that was stolen from my boat's stern while my boat was in their care on the hard. The outboard was taken only one day before my return, and only the boatyard people knew when I was returning. A coincidence?

Please reconsider at least letting cruisers know that rodents, if left undisturbed on a boat, can do a great amount of damage. The repair bill was in excess of \$35,000.

Having read *Latitude* for many years, I'm confident it's primarily a magazine to help and protect boatowners, not boatyards.

William Gloege Gaia, Morgan 38 San Francisco / Currently Nassau, Bahamas

William — We don't recall receiving such a letter. Had we received it, we certainly would have run the part about the damage that rats can cause. After all, all cruisers going to the tropics need to be aware how devastating rats can be.

As for the responsibility of the boatyard, that's a much grayer area. For one thing, asking a boatyard to remove food from your boat strikes us as being as risky as asking a cleaning lady to rebuild your diesel. It's not exactly their area of expertise

As for the outboard being stolen and the boat being placed in a spot where rats could easily climb aboard, those seem like issues between your insurance company — or a lawyer if you don't carry insurance — and the boatyard.

#### **↑ UKAYAK BASHING?**

As both a San Francisco Bay sailor and sea kayaker, I read with great interest the *Sightings* piece last month on the kayak rescue outside the Gate in December. The author's appreciation of the Coasties and the good samaritan boat *Felicity* is certainly warranted, and I'm glad Dr. Gale and his daughter are safe. Other than to tip the hat to the rescuers, I can't figure out why you featured this story in *Sightings* — other than because you mistakenly think it fits into your negative attitude towards kayakers as little more than obstacles for you to avoid in your fancy catamaran. I can't recall your last article entitled *Idiot Sailor Gets Rescued* — which happens at least once a week.

In this case, the author quickly identifies himself as a sailor who just happens to own a couple kayaks. His decision-making can be described as nothing short of idiotic. I find it hard to believe that he was a practicing physician for his professional life, and owns a 31-ft sailboat. Talk about scary! From now on, I'm certainly going to make sure I give a wide berth to any Cheoy Lees that I see on the Bay.

While in my kayak, I also recently rescued a sailor and his

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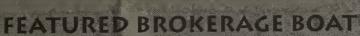
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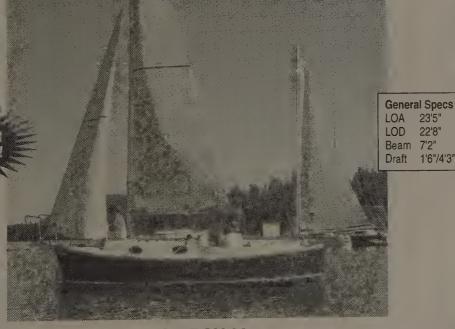
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### LETTERS

two sons who had launched their kayaks from a sailboat off Sausalito, and naively headed towards Yellow Bluff on a 5.6 knot ebb.

At the end of his article, the author lists his lessons — but doesn't include the most obvious. If you want to try sea kayaking, learn how in a safe place from experienced people.

Unfortunately, not all sailors and powerboaters have the same respect for the challenge of sea kayaking, and so they end up in situations that wrongfully give the sport a bad name. If done right, sea kayaking is a safe and exhilarating way to experience the magic of San Francisco Bay. Drop the negative attitude and share the Bay — there's plenty of room for all of us.

Greg Milano Sausalito

Greg — If you want to see a person with a negative attitude and some inaccurate assumptions about others, step before a mirror. It took guts for the gentleman to voluntarily report on an incident in which he and his daughter were nearly killed because of the mistakes he made. Wasn't the reason he swallowed his pride to report the story not crystal clear to you? He did it in the hope of preventing the deaths of other kayakers.

It's not easy for people to write articles like his because it's embarrassing, and because invariably there is always some idiot — and in this case you seem to fit the bill — eager to dump on them for having made mistakes. The point of the article — and the many similar ones we've run — is not to make fun of the people or whatever sport they enjoy, but to demonstrate (yet again) that even smart people with some experience make foolish decisions. We salute Gale for caring more about the health and welfare of other humans than his own pride.

We need to address some other examples of your ignorance.

• Your suggestion that we never report on sailors doing foolish things or using bad judgement is ridiculous. We do it all the time. Our monthly Coast Watch section by the Coast Guard is basically about just that.

• Latitude has always believed that the Bay and ocean are for everyone, not just sailors. As we've repeatedly stated, we



The sometimes flat waters of the Bay can be deceiving to kayakers — and all other recreational users.

spect swimmers, surfers, kayakers, rowers, sailboarders, kite-sailors, fishermen, divers, racers, cruisers—and everybody else who loves the water. These are our water brothers and ere all just the

love and re-

sisters. We've also repeatedly stated that if we're all just the slightest bit courteous, there's plenty of room for all of us.

Over the years we've been great friends and had wonderful relations with kayakers. A number of times we've come to the rescue of kayakers, but it's worked the other way, too. Just last month Managing Editor John Riise had a dilemma on our photoboat. He needed to get a tow line to a Knarr that was going on the rocks, but couldn't get close enough because the water was too shallow. So who came to the rescue? A kayaker,





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# LETTERS

who was easily able to transfer the tow line. It doesn't matter what activity you're enjoying on the water, everyone comes to the help of everyone else.

• If you were trying to make us feel defensive by calling our catamaran "fancy," it was a mistake. We've had thousands of guests aboard Profligate and nobody has ever accused her of being fancy or luxurious. The appropriate adjective is functional. We've had as many as 145 people aboard her for fundraisers such as we've done for Special Olympics, Earth First, the Indian school in Zihua, the Tiburon Blvd. Beautification Program, some elementary school in Sausalito, the mentally challenged in Puerto Vallarta, the poor in the mountains above San Blas, and many other groups and causes in several countries. We've raised tens of thousands of dollars doing stuff like this in the past, and we've never taken a penny in boat or crew expenses. And because we love doing events like that, we're going to do a lot more of them in the future.

As you suggest, getting the proper education and training from a certified school is a great idea. But even though getting proper training is a great idea for kayakers and sailors, not everyone does it. Thus the need for articles such as the one you condemned.

#### **↑**UGOLDEN GATE KAYAKING ISN'T A CASUAL OUTING

I feel compelled to respond to your January Kayak Rescue item in Sightings. I certainly hope that Mr. Gale's experience and his thought-provoking write-up in your magazine help to demonstrate that kayaking in the Golden Gate and other exposed areas should not be undertaken so casually. Armed with just enough knowledge and experience to get into real trouble, he and his daughter were lucky to be sighted by Felicity, and subsequently rescued by the ever-vigilant Coast Guard. I write the following critique as a longtime sailor and experienced kayaker on San Francisco Bay.

There is an inherent seductive danger to kayaking. With only a nominal investment of time and money, a beginner can have access to a great new environment. Soon they will



Strong currents is only one of several reasons why kayakers need to excersize caution in the Central Bay — especially under the Gate.

be gliding along the water, being one with nature. After several uneventful ventures out into the Bay, one feels robust and ready to take the next step. Sooner or later, the many varied elements that make the Bay such a wonderful and dynamic place to cruise will overwhelm the unsuspecting boater.

Like Mr. Gale, I often launch from Horseshoe Cove and paddle out the Gate, often in the company of fellow club members from the Bay Area Sea Kayakers, aka, BASK. Let me describe our typical level of preparedness for these circumstances. We consult the marine weather forecast. We know



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# LETTERS

exactly what the tide and currents are doing. We prescreen who is coming along. We have an acceptable expert-to-novice ratio. We all wear wetsuits and PFDs. Most of us wear helmets. On the water, we do ongoing head counts, and sometimes use the buddy system. Some of us carry handheld VHFs. I know one kayaker that carries swim fins strapped to his

Novice kayakers often suffer from delusions of competency. A successful swimming pool Eskimo roll is a far cry from a combat roll in lumpy 55° Bay water. Mr. Gale mentioned the options of swimming to shore or towing his incapacitated daughter behind him. These are exercises that we actually practice, mostly to emphasize the folly in all of it. Safe and experienced kayakers regularly practice their roll and other self-reliant recoveries. Had Mr. Gale's mishap occurred amongst a group of experienced kayakers, it would have been a routine exercise to quickly get them back in their boats. Hence, the security gained by being in a group, or as we call it, a pod, can't be overemphasized.

The great preponderance of inexpensive, entry level kayaks on the market only speaks to the great appeal and interest in the sport. These boats serve the novice enthusiasts well in warm, sheltered waters. But the seductiveness of the sport that I mentioned earlier is often a factor in the increasing number of kayak-related incidents and rescues on the Bay. As sea kayaking becomes more popular, I'm quite concerned about the perception of the sport by the boating community, including the Coast Guard. I don't want kayaks to become a nuisance on the Bay. I also don't want to see more controls on the sport as a result of poor judgement. PWCs come to mind. And I certainly don't want to read about preventable mishaps or fatalities on the Bay.

Ken Mannshardt Bay Area Sea Kayakers

*Ken — Thanks for the excellent letter.* 

A little bit of experience and knowledge can truly be a dangerous thing — in any sport. The closest we've ever come to killing ourselves and our friends on a sailboat was when we decided that a couple of sails on our brother's Flying Dutchman — a 20-ft, two-person planing dinghy — in the very protected waters of the Oakland Estuary qualified us to take four people — plus a case of beer and a handful of joints — for some high-speed sailing on the Central Bay. That we survived, albeit only with the help of some other boats and the Coast Guard, is remarkable.

We enjoy seeing kayakers having fun on the Bay, and like you, don't want a single one of them to get hurt or killed. So if any of you readers are new to kayaking, don't be a jackass like we were with the Flying Dutchman, and respect the waters of the Bay and ocean. They can be the source of tremendous pleasure, but if we're not careful, they can also be the source of terrible sorrow.

#### **1**UTHAT'S NOT THE NORM GOLDIE THAT I KNEW

The Norm Goldie of Puerto San Blas, Nayarit, Mexico, described by a disgruntled letter writer in your October issue. is not the Norm Goldie I spent 10 days with in January of 1999. At the time, I was in San Blas aboard the late Vernon Koepsel's Celestial 48 ketch Pacific Star.

Norm spent many of his waking hours helping American cruisers without compensation. He guided them by radio and in person into the tricky river channel, suggested where they could anchor or tie up, helped them with Mexican governmental officials, and made their lives easier. The Koepsels,





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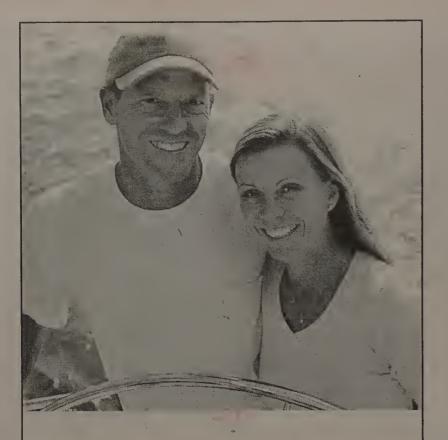




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# LETTERS

father and son, paid not a *peso* to Norm for his services. Norm arranged for a truck with two nurses and a driver to take the Koepsels up into the mountains above San Blas to distribute clothing and food to needy Huichol Indians.

If you ask the good people at Downwind Marine in San Diego, they can tell you about the real Norm Goldie. They store piles of clothing, school and medical supplies and other goodies for the Mexicans and the Huichols, to be delivered by southbound cruising yachts to Norm Goldie at San Blas. Norm distributes the goods to needy people.

How about some balance, at least, instead of the gripes and lies of a yachtsman who found a reason to dislike or distrust this philanthropist of San Blas?

Jack Grenard Carefree, Arizona

Jack — Last month we announced that we'd closed the thread of letters on Norm Goldie, but since yours is positive, and sounds so much like the Goldie of earlier years, we decided to make an exception.

It's absolutely true that for countless years Goldie was an invaluable help to many cruisers, and to our knowledge never asked for any compensation. But in more recent times we've received a torrent of complaints that Goldie was leading cruisers to believe he was acting in some sort of official capacity, imposing himself on cruisers who, thank you very much, didn't want his help, and Goldie had been yelling at and/or snitching on cruisers anchored out in Mantenchen Bay. There are now some bad feelings between many cruisers and Norm. It's a shame. It's also unfortunate, because we think much of it stems from Mexico's ongoing and idiotic clearing procedures.

We also used to raise money so Norm could buy clothes for the poor in the mountains behind San Blas, but his relations with cruisers became so strained that we decided to redirect these resources elsewhere. Our decision was firmed up even more when Norm later blasted cruiser reps in Puerto Vallarta for giving their post-hurricane Kenna donations to the San Blas Lions Club rather than channeling them through him.

We like to think the best of people, so we're going to continue to think of Norm Goldie as a guy who provided a tremendous amount of help to cruisers and the poor people in and around San Blas for a period of more than two decades — and we'll overlook the fact that relations have soured some in the last few years.

#### **↑**USING ME AS THE VILLIAN

You have made it evident that you and some other individuals have decided to slander me. It appears your motivation is to generate an ongoing interest in issues that you have taken a wrongful stand on, using me as the villain. Your cronies are upset regarding my feelings on paperwork requirements. I accuse you of using lies and slander to keep an interest ongoing so you may 'sell' your magazine. You have done this without consideration for me, my family, or my friends. A basic premise of good journalism is to tell the truth — something you've failed to do.

Let's take a look at the issues. You state that San Blas is a 'neat little place'. If so, why did you, several years ago, report that two cruisers were murdered here. I've lived here almost 40 years, and I never heard an official or resident make such a statement. Forgive me if I am ignorant of this fact.

You ask why the government offices here consider Janet and me to be the cruisers' reps. I guess it's because we are the port representatives for the Seven Seas Cruising Association, we're affiliated with the Port Administration of Puerto

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# **LETTERS**

Vallarta/SCT (asked to do all we can here for the cruisers and visiting fishermen in San Blas), and I have an affiliation with the United States Consulate. I will be very glad to show you our credentials, but only after you apologize.

In passing, many people have seen our credentials — we don't keep them a secret. You should have asked the cruisers first. Almost all cruisers consider us their rep. For example, in the last week we were called by the captains of two vessels who had two separate serious problems. Most cruisers know we are always willing to help them. And many of their problems, I can assure you, have been serious legal ones. I also want to state that we have refused salaries for all we've done for everyone.

Then there's the matter of checking in. If in any port for whatever reason, you are required to do your paperwork — that's how the port captains have asked me to explain it to cruisers. If people don't agree with this, they should go to the port captain's office and tell them — not write about it in a magazine 1,500 miles away. And don't bother me with your feelings regarding this issue, I'm not interested.

On December 17 of last year, the Port Captain told me that all vessels in Mantanchen Bay are in the Port of San Blas, and he expects them to do their paperwork. The statement that the Port Captain and the ship's agent are "in cahoots to screw the cruisers and the Mexican government" is a horrible thing to say and certainly a horrible thing to print. How could you do this? Don't the cruisers know their fees are paid directly to the bank? Their paperwork shows the seal.

With regard to the letter by Dick Frank, first, I did not "yell." What I've been told to tell all yachtsmen and visiting fishermen is if you don't want to do your paperwork, don't come here, because you're not welcome. I have never said that I would report anyone to any government agency. That's an outright lie. As for Frank's statement claiming that my behavior has created a safety hazard, that's a joke. Is there only one weather window per season? Did the "victims of my threats" really have miserable passages north. Does he expect real yachtsmen to believe that? I certainly hope not.

As for the troubled skipper of poor *Moonshadow*. I'm sorry he can't understand that there are people who genuinely like to help others — especially when there is a language problem. I am more than a bit insulted by his statements, but he is now gone. As the Mexicans say, "ignore negative people, eventually they go away."

I want to state again that Janet and I get no salary or commissions from anyone. There are many things I would like to say to you three gentlemen, let it suffice to say that I truly feel that it is a blessing that all cruisers do not have your sentiments or lack of judgement. I will not even consider being interested in anything ever said about the above situations ever again. I don't have the time or interest.

Captain Norman Goldie San Blas

Captain Norm — First, a few simple corrections. We don't sell Latitude, so your version of our motivation is off the mark. Secondly, it was impossible for us to have slandered you. Slander only refers to the spoken word, while libel only refers to the written word. But we didn't libel you either. This isn't Cuba, which means we are free to report what other people say, and to express our own opinions.

When we once visited San Blas many years ago, there was an abandoned sloop deteriorating in the harbor. We asked several people where the owners had gone. We were told that nobody knew for sure, but there was speculation that they'd



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# LETTERS

gone into the hills to buy pot — the area was and perhaps still is well known for its marijuana — and had come to a bad end. So that's what we reported. We did not report that two cruisers had been murdered in San Blas.

For what it's worth, it's not impossible for there to be mur-

ders in "neat little places." Not in this day and age.

We think the crux of the problem that's developed between you and many cruisers is that you seem to fail to see the distinction between being a casual and unofficial rep for some cruisers, and an official rep for all cruisers. You are not the de facto official rep for any cruisers, and unless you're a member of the Mexican bar, probably couldn't officially represent any-

one even if they wanted you to.

It's terrific that you and Janet are the port reps for the Seven Seas Cruising Association, but that doesn't give you the right to represent anyone. Similarly, it's nice that the SCT has given you a piece of paper saying that you've been helpful to a lot of mariners and please continue, but they haven't given you the authority to officially represent anyone. Affiliation, assmiliation — don't try to pretend that you have any right to represent the American Consul in an official capacity. It's foolish to intimate anything of the sort. You probably have an "affiliation" with some doctors too, but that doesn't give you the right to per form brain surgery.

Norm, you've mostly been a very nice guy to decade's worth of cruisers. but you're not their official rep, and until you can produce a badge or uniform or specific document, we don't believe you officially represent the port captain either. A casual liaison, sure. An official rep, no. But most cruisers are independent, and many of them don't feel the need or have the desire to be represented by you; casually or otherwise. They've already been to many new ports in Mexico, and from the various nets they know where things are and how to do things by themselves in San Blas. If they ask for your help, fine. But if they don't want your help, you should leave them alone and not lead them to believe you act in an official capacity.

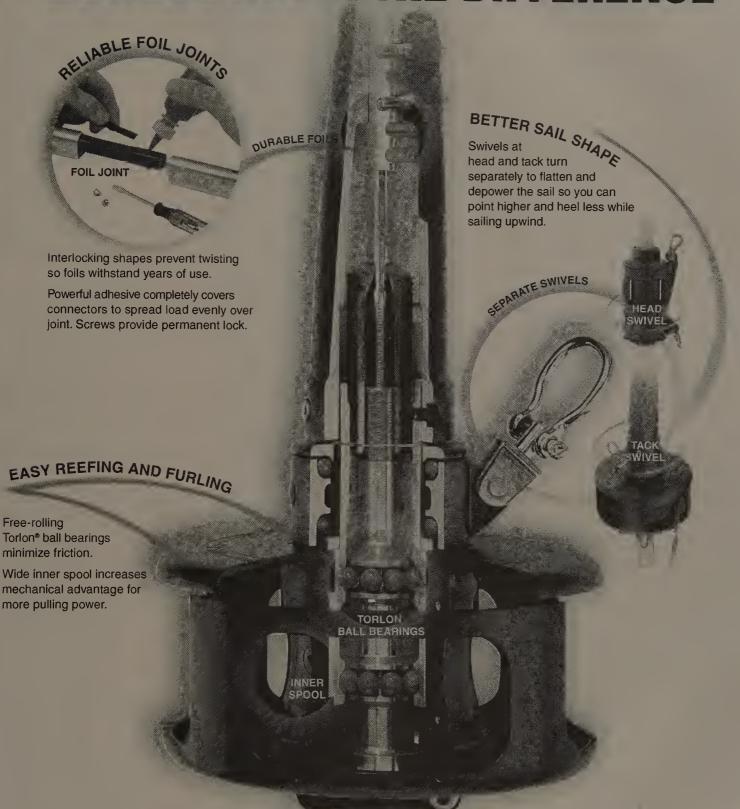
As for the suspicion that San Blas port captains and the ship's agent may have been in cahoots to screw cruisers and perhaps the Mexican government, it's been a common suspicion among cruisers for years. It's a natural suspicion, too, as cruisers have understandably wondered why San Blas is the only place in Mexico where they've had to use a ship's agent, and why, as in most other ports, there isn't more than one ship's agent competing for their business.

To say that having to pay fees to banks and having seals would make it impossible for the port captain and the ship's agent to screw cruisers is preposterous. Here's Screwing Cruisers 101: Rather than allowing cruisers to check themselves in as they do everywhere else in Mexico, the port captain makes cruisers use a ship's agent. The ship's agent charges a fee for his unnecessary services. In return for sending him the business that he wouldn't have otherwise gotten, the ship's agent slips the port captain half of his fee. Duh.

We're not saying that this is what has been happening, but we've merely reported the fact that many cruisers suspect this may have been happening. There is a very big difference.

For those trying to figure out who or what is the source of the problems in San Blas. we think a good question is why haven't there been San Blas-like problems elsewhere in Mexico? For if there were similar problems all over Mexico, our suspicions would fall on cruisers being the cause. But when they mostly only happen in San Blas. you can't help but think the problem lies there.

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### LETTERS

#### *î*UTHE MARINER 50 MYSTERY IS SOLVED

I'm responding to Mike Morehouse, who has been seeking information on Mariner 50s such as the one he owns. We have one on our gangway. Unfortunately, nobody had been around her for 10 years, so she's a disaster. But while reading *Passagemaker* magazine, I saw an ad showing a photo of what looks like a Mariner 50. They now call her a Mandarin 52, and it looks as though it's an update of the original design. Their website is <a href="https://www.mandarin52.com">www.mandarin52.com</a>, and they have a demo boat in the Los Angeles area. I hope this helps.

P.S. I love *Latitude* — even though I have, in my old age, converted to a trawler.

John Endsley M/V Outbound Alamitos Bay

John — Thanks for the help and the nice words. We're sure you'solved the mystery, as the Mandarin 52 website says the design is "evolved from an original 1979 Blaine Seeley design."

#### **↑** THE AWFUL ALA WAI YACHT HARBOR

Your recent picture of Honolulu's Ala Wai Yacht Harbor in 'Lectronic Latitude does not do justice to how bad things are here. I know that sounds hard to believe, but here are some details:

Seventy slips from F dock were slated to be replaced. An RFP was written and bids were accepted. The accepted (low) bidder was \$108,000 over the \$750,000 budget. Certain items were removed from the contract: DLNR workers will perform the demolition instead of the contractor, cheaper materials will be used, dock boxes will be eliminated, etc. Unfortunately, the losing contractors balked at having the RFP changed af-

ter the fact, so the whole contract was rebid. As of November, the bids were still out or under review. The F dock is being dismantled, slowly, but to date there is no contractor to install the new ones.

Meanwhile, 17 piers from the 700 row are in such a state of decay that engineers think that they are unsafe to use. Some might collapse with less than their rated capacity. The pretensioned steel wires that support the concrete were not waterproofed - enough? properly? after 30 years, who knows? - and corrosion has set in. This is not a new problem. Three years ago, several piers were 'patched' as an experiment. More are failing. As of last year, there is no money in the budget for re-



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pairs. Governor Lingle has pledged more money in the state budget for repairs, and the budget process is going on right now. We can only hope and pray.

Transients can no longer be accommodated at Ala Wai. They've been kicked out in order to place the permanent berthers in the 800 row while F dock and the 700 row undergo repairs (again, when?). Boaters are scrambling and scrounging for space. It will only get worse as the summer cruising and racing — West Marine Pacific Cup, the Vic Maui

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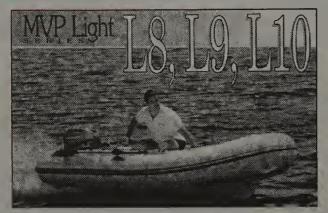


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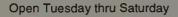




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# LETTERS

Race, the Singlehanded TransPac - season get going in a few months.

None of this is new, of course. Even the Department of Land & Natural Resources Division of Boating (DLNR-DOB) admits the problem. In their 2001 tri-annual report, DLNR-DOB stated that there was \$250 million in needed maintenance and repairs. Contrast this to the annual revenue of the closed 'special fund', i.e. no outside funding. It generated and spent about \$10 million in 2001. There were a few fee increases, which the locals fought. There was even a study to investigate privatization of Ala Wai. No more current data was available on the DLNR website. There's not a lot of new information since Gov. Lingle took office, but that's probably just an effect of the regime change, not anything deliberate.

So what's the realistic expectation here? Not much, at least in the short term. Given Hawaii's billion dollar tourism industry, small boat harbors are just chump change. We can always hope for some crumbs and the occasional crisis. You could make the case that a vibrant, local, recreational boating community requires the support of yards, mechanics, lofts and chandlers, which would provide good paying, skilled jobs for many Hawaiians. But I just don't see the political will or the local interest in supporting such a community. Sorry about

It's an across-the-board problem: Surfing schools are competing with sailboards, wave riders, kayakers, snorkelers, and sunbathers for every inch of beach space, forcing DLNR to regulate the industry for the first time. Everyone is trying to grab the scarce resources; things are getting a little testy out here. Meanwhile, plan to keep moving and expect some of the 'other' Aloha spirit. I'd prefer to remain anonymous for fear of reprisals.

Berthless In Honolulu

Berthless — As terrible as things are in the Ala Wai now, can you imagine how bad they would be if the private Ko'Olina Marina hadn't opened down by Barber's Point?

#### **#**JMAUI BOATING STINKS!

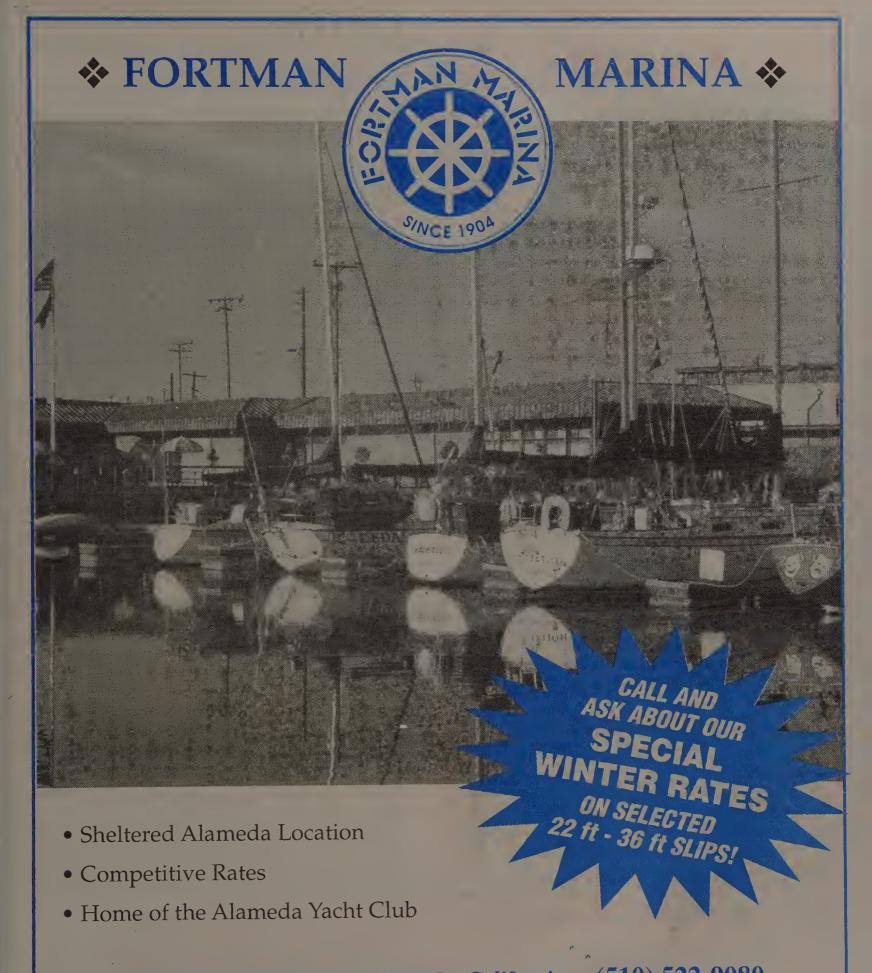
I commend Latitude for writing an article on the deterioration of the Ala Wai Yacht Harbor in Honolulu. It's about time that the public and the boating community understands the poor condition of the state-run recreational boat marinas in

I live on Maui, where I own a Formosa 46 ketch. I'm also on a 20-year waiting list for a slip in the state's disgraceful harbors. I do not have another \$45,000-\$150,000 or more to buy a slip. If I did, I could use a loophole in the system to buy a slip - even though it's state property. It's possible to do this by starting a corporation that owns your boat, then buying the slip in the name of the corporation. Because of this, pretty soon there won't be any slips for real pleasure boat

We have to keep our boat out on a mooring. Last November another boat, with too much chain, hit ours, causing \$6,000-\$10,000 worth of damage.

Right now our boat is in Maalaea Harbor waiting for repairs, which probably won't get started until March. But even in the harbor our boat is being damaged, thanks to the poor condition of the harbor. The surge is constant in Maalaea, and our boat has sustained damage to the bowsprit and Samson post. Because there are no slips, we have to climb off the bowsprit onto the platform they provide. Some 'slips' don't even have platforms.

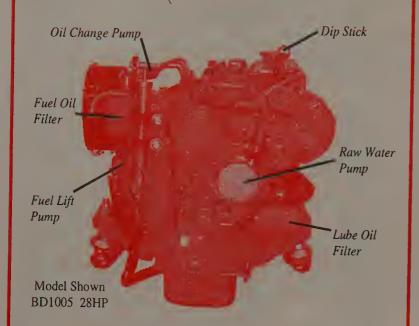
Many of the boats in Maalaea never leave their slips. One



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#### LETTERS

of the harbor rules is that every boat has to go out every 90 days. When the Harbormaster tries to enforce it, the owners always say he wasn't around on the weekend they went out. I know for a fact that many of the boats aren't capable of moving under their own power and should be considered derelict.

We're also working to get the liveaboard policy changed, because starting on January 1 of this year, anyone caught sleeping on their boat is subject to being ticketed. Why, we wonder, should that be? If someone complies with all the many environmental regulations, what business is it of the government if somebody sleeps aboard?

There is no usable pumpout station in Maalaea. There is one in Lahaina, but you need a key to use it. As a result, everyone gets to swim in a sewer.

Our boat is too big to haul out on Maui, so we have to either go to Honolulu or the Big Island.

If you ask me, we need to privatize the marinas of Hawaii and bring in people who know how to properly manage and maintain private marinas. Maui is supposed to be a world-class place to visit, but you sure won't have many visiting mariners tell'you that.

A bunch of us are trying to start a mariner's coalition here, and we're open to suggestions from everyone. One of the things we want to find out is where all the money brought in by the tour boats goes. It sure doesn't seem to be put back into marine facilities. In addition to starting to ask questions, we're contacting our senators and the governor, and starting to attend meetings. A handful of us are trying to make a difference for the boating community in Hawaii, so maybe one day there will be a difference. Mahalo.

Pam Baughman Lahaina, Maui, Hawaii

Pam — Based on the poor condition of the recreational harbors in Hawaii over the last 25 years, and the fact that many of the slips are occupied by boats that can't or don't ever go out of the harbor, we agree that the recreational boat harbors in Hawaii ought to be privatized.

We further believe that a certain percentage of boats in the marinas, perhaps 15%, should be given status as legal liveaboards — provided that they are actually used as boats a significant amount of the time. For us, that would be a minimum of four hours 20 times a year. If the Harbormaster couldn't develop a system to keep track of which liveaboard boats go out when and for how long, he/she is in way over his/her head.

We encourage you and other mariners interested in recreational mariner issues to attend meetings, ask questions—particularly about where the money goes—write letters to the local press, and make demands of lawmakers. One of the reasons the marinas in Hawaii are in such terrible shape is that mariners haven't demanded better. Good luck.

#### **↑** THINKING ABOUT THE HA-HA ALREADY

I would love to be considered to be an 'expenses sharing' crewmember for the Ha-Ha this fall. How does that work? I own a Catalina 34 and am considering taking my own boat, but would really prefer to do it on another boat with someone who has already done it before.

John Salazar California

John — If you're talking about being a shared expenses crewmember aboard Profligate, we don't even start thinking



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#### LETTERS

about that until the Ha-Ha, Inc. folks officially announce the event on May 1. As the years go on there are generally fewer spots available, as we give priority to those who have done it with us before.

Nonetheless, going with someone who's done it before on their boat is not a bad idea. If it doesn't work out on Profligate, there are often many other skippers looking for experienced

sailors as crew.

#### **↑** THINKING AHEAD TO THE HA-HA

What are the dates of this year's Baja Ha-Ha from San Diego to Cabo? My wife and I are interested in going along as crew. What's the best method to find a boat looking for crew? Bob Reily

California

Bob — This year's Ha-Ha will start on Monday, October 25th, with the West Marine Kick-Off Party the day before.

The best method to try to find berths is to sign up for the Spring Crew List, the forms for which appeared in a feature article last month, and again this month in Sightings. Then, attend the Spring Crew List Party at the Golden Gate YC on April 7. There's also the fall Crew List and Crew List Party for folks planning to cruise in the winter, but by that time many Ha-Ha crews have been set. Important dates and info will also be posted at www.baja-haha.com.

If you want to stand out from the crowd, take out a Classy

Classified expressing your interest. Good luck!

#### 

I'm interested in learning about the formula used to adjust the finish times for boats in the Baja Ha-Ha that use their motors. The notice of rally indicates a time deduction based on a formula adjusted for boat speed. Will you assist me by directing me to the person who could provide that formula?

> Ken Greff Seeker, Pretorian 35 Seattle, Washington

Ken — The Ha-Ha formula is based on the Ensenada Race formula — engine time x.40 x the square root of the waterline — except that an additional factor is introduced to take into account the average wind conditions during a given leg.

#### **↑** CANCEL THE HA-HA IN PROTEST?

I just read the disturbing update in the December 31 'Lectronic Latitude about the continued incarceration of Dawn Wilson in a Mexican prison. I wish there was something that I could do. Is there a tourism office, government agency, or anyone at all we could email about this, letting them know that we are unwilling to visit Mexico while things of this nature are happening? I'm thinking that if there was enough outcry from Americans expressing concern about visiting Mexico, Dawn's situation might change. We obviously can't look to our own government for help, as disturbing as this is, so maybe we need to take things into our own hands. Cancelling the Ha-Ha might be a good start.

> Daren Heldstab California

Daren — It's a terrible situation, but there have already been email campaigns and much criticism of Mexico in mainstream television and print in the United States. Still, the judges in Mexico haven't budged.

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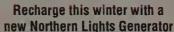


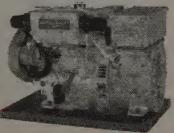
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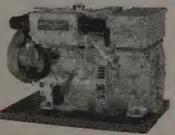
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#### **LETTERS**

We'd immediately cancel the Ha-Ha if we thought it would have an impact, but we don't think it would. After all, Dawn is in Ensenada, and the Ha-Ha doesn't stop anywhere near there. Besides, the 450 or so folks in the Ha-Ha represent just a drop in the ocean of tourists who visit Baja, let alone all of Mexico, each day.

For now, the best thing people who want to help can do is log onto www.dawnwilson.com for updates. It has a section

called 'what you can do'.

#### **↑**↓THE SAILOR'S LIFE

I've been reading *Latitude* since something like the second or third issue. We went sailing on Warren Stryker's Bounty II



Stryker's Bounty II, crossing the line at Gustavia, has now been in the Caribbean for over 20 years.

ryker's Bounty II

— recently featured in

'Lectronic Latitude — back in
the early '70s when he was
selling rides on
San Francisco
Bay for \$10. I
found a copy of
his original flyer
the other day,
and it brought
back wonderful
memories.

Eighteen months ago we sold our third and final sailboat, the Freedom 36 *Magic Voyageur*, but miss her terribly. But due to health and finances, I fear our sailing days are done.

I was going to write a long and bittersweet letter about our sailing days on the Bay and Delta, but have narrowed it down to a few words that, with some thought, a reader can fill in what's missing:

The Sailor's Life: Stage 1: Sailboat

Stage 2: Motorboat Stage 3: Motorhome

Stage 4: Nursing Home

We have a few friends that are in Stage 3, but are still contemplating Stage 2.

Denis Neumann Redwood Shores

Denis — We'll email a copy of your letter to Warren, as we're sure he'll get a kick out of it.

#### **↑** BUSINESS PREVENTED ME FROM KEEPING MY PLANS

I've died just about every time I've opened up 'Lectronic



A proud boatowner, Glenn sent us this photo of his boat when she was 'born' in South Africa.

Latitude to read another of your episodes from St. Barth. As you know, I had planned to take my Leopard 47 catamaran Max Z Cat from Marsh Harbour in the Abacos to

join Profligate on the hook in St. Barth for New Year's. Alas,



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#### **LETTERS**

business commitments interfered. Then we got the most snow we've ever gotten around here during Christmas.

My boat still is in Marsh Harbour and will probably stay there for the next two months. Please leave some rum and bare breasts for me. You're a lucky man, and I hope to catch up with you someday.

P.S. I will be bringing my boat to St. Barth next year for sure. Do you have any plans on returning next year?

Glenn M. Kotara Max Z Cat, Leopard 47 Bend, Oregon

Glenn — It's a shame you couldn't make it, for as you can read in our article later in this magazine, it might as well have been a convention of nearly-new cats owned by folks from the West Coast. Nonetheless, we know all about business commitments interfering. Our major goal, to be able to spend six straight weeks on Profligate, went down in flames after three weeks. But we're indeed extremely lucky, for as soon as this issue is over, we're headed back to the boat in St. Barth for three more weeks. After 25 years of hard labor, we've convinced ourselves that we deserve it.

As for taking Profligate 5,000 miles back to California later this spring, and then another 5,000 miles back to St. Barth at the end of this year, that would be complete lunacy. But indicative of how much fun we've been having in the Caribbean, we asked Doña de Mallorca how she felt about doing 10,000 more miles of deliveries. "I love being on Profligate on the ocean, and I love St. Barths, so I'd be happy to do it." she said. Nonetheless, we're looking into other options, such as trading time on our cat in Mexico for time on another cat in the Caribbean. But for right now, we're into enjoying the moment.

#### **↑** WE HAVE THE BEST MEMORIES OF THE PLACE

Stop it, you're killing us with your 'Lectronic Latitude dispatches from aboard Profligate in St. Barth, French West Indies!

This weekend Tami and I are doing the first cruise with the Oakland YC and the San Pablo Bay YC in beautiful San Pablo Bay. We hope to get over there in between rain storms. It's so cold we'll probably run the generator while we are crossing the Bay so we can plug in our electric space heater. As for the Bay water, it's chocolate brown and full of tree stumps and other interesting debris that's common during the winter runoff. Hopefully the leaky port in the back of *Tamara Lee Ann*, our Celestial 48, won't let in too much water. But I'm not too worried, because the leak is right over Tami's side of the berth, not mine.

As I said, those reports of yours from the Caribbean are killing us, as we have the best memories of St. Barth! It was our very first destination on our very first charter trip some 11.5 years ago. We chartered a Beneteau 38 from The Moorings on St. Martin. I remember paying \$40 to have a small load of laundry done, and eating burgers at Le Select. Our daughter Taylor Ann was born nine months later.

Doug Thorne Tamara Lee Ann, Celestial 48 Oakland YC

Doug — While the number of villas continues to grow on St. Barth — at a cost of \$1 million per bedroom when there's a view — life on the beaches and on the hook continues to be pretty much as wonderful as it was 12 years ago. The water is warm and clear, there are fish and turtles all about, the guys in the port captain's office are very friendly, and the an-



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#### **LETTERS**

choring fee is only a couple of bucks a night — except at Shell Beach, Colombie, and Grand Saline, where it's free.

Water and cheap labor have always been in short supply on the island, so getting laundry done has always been very expensive. No wonder people don't wear very much clothing.



People being naughty at Le Select — just as they have been for nearly half a century.

The other night we were treated to drinks at Le Select by Marius Stackelborough, who has been the proprietor for more than 50 years. Although he's now 80 years old, he looks as though he's 50. His mind is as sharp as a tack, and he always seems pleasantly bemused.

If you were at Le Select 11 years ago, rest assured that other than the outside patio having been paved, the famous cheeseburgers, the drinks, the 'ti punch and, most importantly, the unique ambience, all remain the same. For example, after about a dozen of us had been sitting around drinking and talking for about an hour, a trim and attractive French mother excused herself and got up to leave. Steve, a hilarious Brit who has lived on the island for years, couldn't help but take notice of her nipples, which were prominent behind the thin fabric of her blouse.

"Are you cold or just happy to see me?" he asked with a laugh.

Looking down at her chest, and with everyone at the table watching, the woman was flustered. But only for a second.

"They're always like that," she said proudly. And swinging her hips, she walked out the gate with her young daughter.

That kind of saucy repartee is normal at Le Select and on St. Barth. Try that in the ultra-uptight Bay Area, and you'll be browbeaten by the goons of the PC Police. Vive la France!

#### **↑**UIT WAS THE WAVES, NOT THE SAILS

There was a letter on page 50 of the November issue which put the emphasis on roller furling sails unfurling being the cause of, or contributing to, the breakup of Marina de La Paz during Hurricane Marty last fall. That claim is without merit.

The initial breakup of Marina de La Paz was caused by waves coming through the most northern dock. The 'floating wave baffle' that was supposed to protect that part of the dock had been severely damaged in Hurricane Ignacio three weeks before, and had not been repaired. About 30 feet was ripped away during the initial north wind, which allowed the full fetch of the northerly seas to enter the marina.

Bill Robertson La Paz

Bill — We weren't there during Hurricane Marty, but it's our

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#### LETTERS

understanding that not having a proper breakwater was the main cause for Marina de La Paz coming apart. However, we don't want anyone to get the idea that it's all right to leave furled sails on unattended boats during hurricane season. Most sailing experts consider it somewhere between irresponsiblity and gross negligence. Many marinas in hurricane zones pro-

#### **NEW CLASSY CLASSIFIED SECTION**

Thank you for your help in finding my old friend Nick Ratto. After I put in a Classy Classified to locate him, a friend called me from the Bay Area, and I was able to get his number and talk to him. Thank you so much. I think anyone would be happy to pay a nominal fee to locate someone. I've always been a Latitude reader and will continue to be one.

> Joaquin Roo Yawl Valu

Readers — We get so many requests from people asking for help in locating other people that there is no way we can begin to fill them. So we've created a special section in Classy Classifieds for this purpose called Trying to Locate, with a special low rate of \$10 for up to 20 words. Using this method, we think that sooner or later you can locate just about anyone in the world of sailing.

#### **↑** THE FLOORBOARDS WERE A PAIN, SO I DID WITHOUT

Dave Kendig asked where to stow the dinghy on a 30-foot boat. For me it was a no-brainer. I have an 8.5-ft. Avon Redcrest, and used it on my Catalina 30 for 18 years on many trips to Catalina, the Channel Islands, and San Diego. Most of the time when I had a distance to travel, it traveled with me, deflated in its bag. I decided that the floorboards were too heavy and a pain, so I did without. At other times, when I was in a hurry to get underway, I just deflated the dinghy and stowed it behind the mast.

Now I have a Cat 34 MkII and my old friend Lil Luff still travels in its bag — even though I have more foredeck room. It takes less than five minutes to pump her up — especially when I have a beer waiting for me to finish. I paid a little more for the Avon, but after all these years its still a great dinghy.

> Dale Thompson Cat 34 Mk II, True Luff San Pedro

#### **↑** WHAT TO DO WITH THE DINGHY?

In the January issue, Dave Kendig asked for information on how best to stow a dinghy on a small boat. I've never found a practical way to store a dinghy with hard floorboards anywhere other than belowdecks on a small boat. Unfortunately, it's then virtually impossible to put the dinghy floorboards in while on the boat.

With my Fantasia 35, my solution has been to sell that type of dinghy. I now stow a 9-foot Avon with an inflatable floor, and a 6-ft Zodiac roll-up belowdecks. I can inflate and launch both of them from the boat. Getting the lightweight Zodiac ready for use is easy and only takes minutes, making it handy for when I want to pick up a buoy quickly or row out a stern anchor. The Avon is heavier and takes more time to inflate or stow, but it handles just as well as one with hard floorboards.

On occasion, I carry an inflated dinghy on the foredeck. but as Kendig notes, it's inconvenient. I have heavy-duty davits, but use them mostly to prevent dinghy theft or for short

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#### LETTERS

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Louk Wijsen Noordzee, Fantasia 35 Alameda

#### **↑**↓THE SCHOOL OF BLIND LUCK IS A POOR APPROACH

We've seen both ends of the spectrum of the weather debate that was ongoing in the *Letters* section last year, and would like to make a few observations.

In early January of '99, we were hunkered down at Punta Chivato waiting for a 30+ knot northerly to blow out. Our boat at the time was the Newport 30 *Bahala Na*, with only a VHF radio for electronics. Punta Chivato then was remote enough that the only one you could reach by radio was another boat in the anchorage. But we were the only boat there at the time.

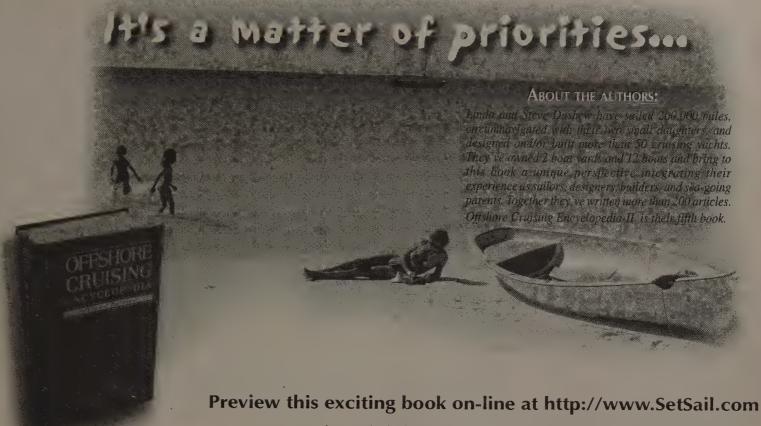
Alone and without a weather report, we used the 'look at the sky' weather forecasting technique. After three days, we awoke to see dead flat seas without a whisper of wind. We immediately raised anchor and took off motoring south for San Juanico. Three hours later, our Newport 30 was doing 9.3 knots downwind under jib alone, with the apparent wind consistently over 40 knots. Of course we dealt with it.

As Bruce Willis once said, "Yippie Ki Yay M----F----." But would we have been out there if we had known the Northerly was going to kick back up with a vengeance? Our answer is no, and the reason is that when you evaluate the risks of certain situations, prudence often dictates the answer. In this case, we were sailing in what is basically a Bay sailboat, with only two of us aboard, on an extended stretch of coast with no safe haven. And in that area of the Sea of Cortez one must be totally self-sufficient, since there is no nearby cruiser community or outside assistance that might provide help. Any significant emergency — rigging or steering failure, or man overboard come to mind — would be much more difficult to resolve than if we had been on Banderas Bay or at the islands outside of La Paz.

Now shifting in time and place, in March of '02, when leaving Chemela south of Puerto Vallarta, we were hailed by a boat at anchor that requested a wind and sea report, which we provided. In passing, the other boat mentioned that they and a couple others had been waiting for a period of time for a "favorable weather window" to round Cabo Corrientes. It turned out that during the time they were waiting, we had sailed from P.V., around Cabo Corrientes to Ipala, back to P.V., then down to Chemela, and were then on our way back to P.V. We did see winds up to 25 knots while passing Corrientes, but now we were sailing on Air Ops, our 46-ft Amel Maramu bluewater ketch, not our Newport 30. We also had a weatherfax and HF radio so we could check for exceptionally bad conditions. Furthermore, this was in an area with lots of other cruisers around, several well-protected anchorages along the way, and a Mexican Navy presence if things really got dire. So our criteria for what were acceptable conditions were entirely different from that day on Bahala Na.

This second story is not meant to be critical of the other sailors, but rather to make the point that each one of us has an experience level, boat and equipment capability, and our own comfort level related to risk-taking. All of these determine how we meet the challenges of sailing while providing for the comfort and safety of ourselves and our crew. It seems pointless to me to criticize others whose experience and comfort level do not equate to ours.

In regard to weather information, if some cruisers feel the need to avidly follow the various weather nets, so be it — with



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#### **I FTTFRS**

the caveat that hopefully they use those forecasts only as sources of information and apply their own critical thinking to the situation. And while meaning no disrespect to Ernie Copp, who had to approach cruising with little more than good sailing skills, a smile, and faith in his own immortality since many of the tools that are now available were not available then — I propose that going to the "School of Blind Luck" is a poor approach when there are alternatives. Dealing with the rigors and very real dangers of offshore sailing is a personal matter, and to advocate doing so in the same manner as those who were out there years ago and had to do by necessity, seems pointless. Sailing is never carefree unless one has reached their own comfort level.

In the end, the joy of cruising is in great part meeting and getting to know the others who are willing to take in the same challenges, and show the same adventurous spirit. But it is a varied community, and unless another sailor endangers you or your crew, uncritical tolerance of their approach seems central to the spirit of cruising.

Dave & Merry Wallace Air Ops, Amel Maramu Redwood City

Dave and Mary — You make lots of good points — to which we'd like to add two comments.

First, if people are too timid to go out in 25-knot winds and rough seas, they are forever going to remain ocean novices in fear of even moderate conditions. It's not going to be a pretty picture when they get nailed by much worse conditions, which will ultimately happen at some point.

Second, having followed Profligate's progress from Cabo San Lucas to Antigua in the Eastern Caribbean on a daily basis, we've developed a much-increased skepticism about the ability of science to forecast the weather with much accuracy. For one thing, the forecasts were often in conflict. The French forecasts for the Caribbean Sea agreed with the American forecasts about as much as Chirac did with Bush about going to

Furthermore, even when the forecasts were in general agreement, the reality was often still at odds by a significant amount. For example, when Profligate was a day out of Aruba, we advised crew to set a rhumbline course for Antiqua because the forecasts were calling for just 10 knots of wind and four foot seas. "Thanks a lot," they snarled the next day, "it blew 20 to 30 last night with 8- to 10-foot seas — which is some of the worst weather we've had on the whole trip."

The last straw with our ever putting too much reliance on weather reports happened when the cat was 36 hours out of Antigua. With no warning whatsoever, the weather service announced that out-of-season Tropical Storm Odette, with winds that would blow to 55 knots, had formed out of nowhere. Fortunately, Profligate was already hundreds of miles to the east of the eye and out of danger.

Here's our comfort level for the weather: No matter if at sea or on the hook, always assume there's a chance it could blow 35 knots. And have a rough plan of what to do in the unlikely event that the weather gets even worse than that. That way if you can't get a weather report, or if the weather report is completely wrong once again, you won't get caught with your pants down. Furthermore, the smaller the boat, the more important we think such an outlook is. But that's just our opinion.

Smooth seas and moderate winds from aft to all!

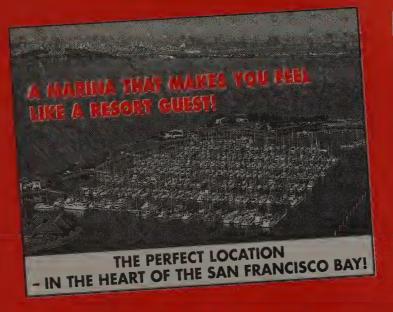
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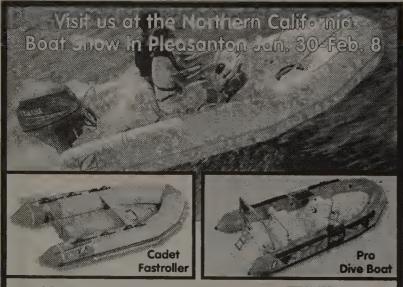
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#### LETTERS

your editorial staff changed our web address to include 'www'. Not all websites use this, and ours is one of them. The correct address is: http://addiction30.tripod.com. We invite all readers to visit our website for information on Newport sailboats, cruising stories, or to contact us about partnerships.

Craig Russell Addiction, Newport 30 III Alameda

Craig — Thanks for the correction.

#### **NOTE ON L-36s**

I'm writing because there has been a request about the history of the L-36 Papoose, and some back and forth about whether or not she has ever done a TransPac.

I've owned Eventide, a sistership to Papoose, since 1976. In the early '60s, I used to sail my Jr. Clipper Caprice to Catalina's Isthmus Cove, now called Two Harbors, from San Pedro. One afternoon I remember being passed by another sailboat as though we were standing still. It was Papoose. I thought to myself, "If I could ever afford one of those . . . Eventually, I was able to. Eventide was built in '58 for Steve Newmark of the Los Angeles YC, and early the next year did the 1959 Buenos Aires to Rio Race. She was later sold to Sig Bardson, and later ended up in the Bay Area around 1970.

I have a photocopy of an undated picture from Sea magazine with Papoose, some other L-36s and some Kettenbergs starting a Santa Barbara Island Race way back when. If one wanted to trace the racing history of Papoose and other L-36s, the archives of Sea would be the best place.

L-36s get around. Hull #40, Eros, which was later named Gambit before being renamed Eros again, is now on her way to San Diego, all fixed up and ready to go. The present owners picked her up from another couple who completed a circumnavigation on her in the early '90s.

A year ago I sent a letter to Latitude nominating the L-36 which you continue to erroneously refer to as a Lapworth 36 — and the Cal 40 as ideal candidates to be Boats of the Month. You did feature the Cal 40 as a BOM, probably because of the one design class in the TransPac. As you know, since then John Hamilton, who has #7 — actually hull of #53 - has made a similar nomination for Olé. It would be nice it they made it as a BOM this year, because we're not getting any younger, and because it's the 50th anniversary of the delivery of the first two - Cassandra and Holiday. They came with three windows and 8-hp Fisherman magneto auxiliaries.

I'm planning on organizing a 'semi-centennial' for the class, somehow in conjunction with a Master Mariners Regatta, so maybe we could get a one-design class for that event on Memorial Day. As such, I'd love to hear from as many L-36 owners as possible, as well as former owners and other interested parties. I can be reached at (925) 254-9467.

Bob Griffiths Eventide, L-36 Orinda

Bob — Fiftieth anniversary? Sounds like BOM material to us.

#### **↑** WILL THE SAILDRIVES SWAP OUT?

Being Latitude fans, we heard that Profligate had trouble with a Yanmar SD-31 saildrive in Panama, and that you decided to replace both of them with Yanmar SD-40s. We'd like to know if you had any trouble or if any modifications were

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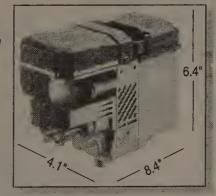


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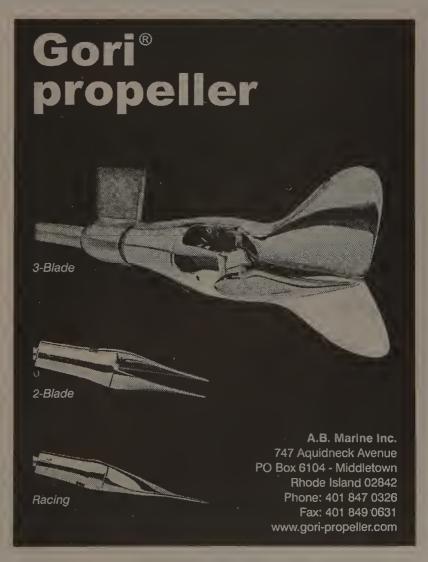
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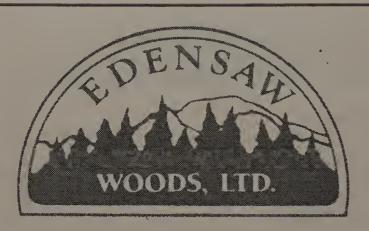
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#### LETTERS

necessary to replace them.

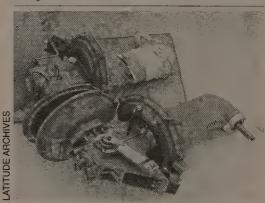
You see, we've just become owners of Esprit De Tizza, an eight-year-old Catana 53 catamaran, and found ourselves in a similar situation. The engine survey indicated that the diesels were tired and that the saildrives had a lot of water in them. Although they both worked fine when called on, I elected to replace them because of a clear lack of maintenance by the previous owner, above-average rust and corrosion, our longterm cruising plans, and what seemed like a lack of available parts for the now out-of-production SD-31s.

With our new engines slated to be installed next week, along with the new SD-40 saildrives in place of the SD-31s, we've been getting differing answers from suppliers as to whether you can swap out the 40s for the 31s. Since you've already done this, can you pass along the final word as to whether engine bed modifications are necessary? If so, which ones? With the SD-31 saildrives no longer available, I'm sure our two cats won't be the last facing saildrive replacement, so lots of people will want to know.

By the way, you should know that Latitude is what motivated us to get back on the water. After the repairs are completed, we plan to head to the Abacos. Then, this season or next, we plan to sail to Panama and then up to California.

> J.C. & Crew Esprit De Tizza, Catana 53 St. Augustine, Florida

J.C. — Initially we also got a lot of conflicting answers from Yanmar suppliers as to whether the 40s could be swapped out for the 31s, but in the end it turned out fine. The 40s fit



Profligate's SD-40 SailDrive, foreground, swapped out with the SD-31 Saildrive, background, without too much trouble.

through the same hole in the hull as did the 31s. As we recall, the only modifications necessary were that the engine had to be raised about 15mm with a shim. and moved aft about We've put over 1,000 miles on the combo since, and it's worked fine.

Update: J.C. sent us a follow-up

letter in which he reported they couldn't find 56 hp Yanmars on the East Coast, so they installed the new turbo Yanmar 4JH3s, which are rated at 75 hp. Because the turbos put out so much more horsepower, Yanmar advised them to put in the more robust 40-T, for turbo, saildrives rather than the 40s when replacing the 31s. We wish we'd known about the more robust 40-T saildrives, because we would have gotten them also.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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#### LOOSE LIPS

Eight bells.

We are saddened to report that Corinthian YC Staff Commodore Charles S. White lost his battle with cancer on Janu-

ary 12. He was 83.



Charles S. White.

Born in San Francisco, Charlie White began sailing the Bay as a youngster on his brother's Bird Boat. He graduated from the University of San Francisco, and attained the rank of Army Major in the Pacific Theater in World War II. He did a year stint as Commodore of CYC in 1965, and ran the White Lumber Company in San Francisco and Daly City until his retirement in 1993.

Commodore White didn't invent Opening Day on the Bay. But he did

come up with the idea of the Blessing of the Fleet in Raccoon Strait. This popular event is more than 40 years old and sees more than 400 participants annually parade past an anchored Coast Guard or Navy vessel 'manned' by the appropriate ministers, priests and rabbis.

Among the many awards received by White over the years was PICYA's prestigious "Poseidon Award," which recognizes "significant service to the greater boating community of Northern California without consideration of reward or recognition and with selfless devotion of his or her time."

Commodore White was a fixture at the Corinthian up to and including the weekend before his passing, when he was down enjoying his Bertram 48 sportfisher *Fathom This*.

Our condolences to his family.

Hitching a ride.

Most sailors — and, these days, environmentalists — are familiar with the problem of non-native species invading local waterways. A good example is the zebra mussel, which has wreaked havoc on fresh water lakes (including the Great Lakes) since it appeared about a decade ago.

They are also familiar with the method of 'infection' — the bilge water of ships. When a ship unloads its cargo, it must take on water as ballast. The problem occurs when that ship arrives at its next destination and blows all that ballast out. . . along with all the little critters who went along for the ride. It's been estimated that San Francisco Bay and the Delta are home to more than 200 non-native species that arrived in this way in the last 100 years or so.

A new concern is that water-ballasted *yachts* may also contribute to this phenomenon. That's why the International Sailing Federation (ISAF) is seeking the views of all yachtsmen on the current legislation and guidelines regarding Ballast Water and its use in yachts. Feedback is required before an International Maritime Organization (IMO) diplomatic Conference on February 9.

Studies show that even small quantities of water can contain organisms which proliferate quickly when uncontrolled by other species found in the waters of origin. The control of this problem is not easy and has occupied IMO for 16 years. It has resulted in the preliminary agreement to a Draft International Convention on the Control and Management of Ships' Ballast Water and Sediments that will be presented for consideration by a diplomatic conference in February 2004.

So far, the Convention applies only to commercial ships. Exemptions include military and non-military government vessels. Yachts are in kind of a gray area. Since it would be

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#### LOOSE LIPS

difficult for a yacht to comply with the detailed requirements of the Convention, ISAF have sought an exemption for all ships under 50 meters in length and carrying less than 8 metric tons of ballast water. A general exemption was not acceptable, but it was agreed that yachts within those size limits should have only to comply with simplified guidelines.

In a paper presented to IMO by ISAF of these draft guidelines, "It was apparent that many delegates did not understand the dynamics of sailing and would be assisted by a draft prepared with some knowledge thereof," noted a press release. Thus the request for public input.

"Any remarks from yachtsmen, ISAF MNAs, builders and others will be most welcome," concluded the release.

The current guidelines are available at www.sailing.org/technical/BallastWaterGuide.pdf. by following the link at the address below. All feedback should be addressed via email to Sebastian Edmonds at the ISAF Secretariat. He can be reached at bas@isaf.co.uk.

Lin and Larry's cruising seminar.

Lin and Larry Pardey will return to the Bay Area in April for several seminars at the Pacific Sail Expo boat show (Jack London Square, April 14-18). The reason you're reading about it now is that they also plan to put on a new all-day seminar the day before the boat show, and seating is limited. In Priorities for Confident Cruising, the celebrated couple will help potential voyagers make informed choices as they consider the gear and boats they will see at Sail Expo. Some of the subjects touched upon include outfitting, storm management, cost control and gear choices.

Tuition for the April 13 (a Tuesday) event runs \$99, which includes morning coffee and lunch. The seminar runs from 9 a.m. to 5 p.m. For more information or reservations, log onto the sponsoring American Sailing Association website, www.american-sailing.com. You can also find details on the seminar and the Pardeys at their website, www.landlpardey.

For those of you who are going "Who are the Pardeys?," that's a bit like asking "Who are the Beatles?" Since the '70s, Lin and Larry have been cruising the oceans of the world on small, self-built, engineless Lyle Hess-designed boats (the 24-ft Serrafyn and current 29-ft Taliesin). A couple of years ago, they completed a 'wrong-way' circumnavigation of the world via the five great capes (with the really unique experience of carrying a drifter in light breeze around all five — including Cape Horn). They have written 10 books and produced five cruising-oriented video/DVDs. Perhaps most significantly, they have probably inspired more people to go cruising than the Hiscocks, Smeetons and Chichesters put together.

Sailmaker shuffle.

On January 6, it was announced that Quantum Sail Design Group founding partner Norman Davant and Northern California businessman and multiple J/Boat owner Pat Nolan purchased Sail California, the J/Boat dealership located in Alameda. Davant will continue to contribute to the growth and success of Quantum as both a major stockholder and senior consultant to the partners. As we went to press, the partners were finalizing a management agreement with "a highly qualified member of the sailing community" to take over at the Quantum loft in Pt. Richmond.

Pop quiz.

What famous 19th Century ship was named for a shirt? Hint: the ship still exists. Answer at the end of Sightings.



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#### the beat goes on

While West Coast boaters while away their off-season sailing the light breezes of winter — and East Coasters huddle inside while glaciers eat their boats — many of the world's oceans are virtually frothing with activity. Here's a quick look at some of what's happening.

New Speed Sailing Record — On December 3, Virgin Islands boardsailor Finian Maynard blasted to a new 500-meter record at the French Trench in Saintes Maries de la Mer, which is on the Mediterranean coast of France. The new mark, sailed in steady 30-35 knots of wind and ratified last month by the World Speed Sailing Record Council, is 46.24 knots. This is less than half a knot off the absolute record — 46.52 knots — set by the Australian 'tripod' (calling this thing a boat is a stretch) Yellow Pages Endeavor in 1993.

**Orange** — Bruno Peyron's new maxi-cat *Orange* launched on December 22. The 125-ft Ollier-designed behemoth once again ups the bar for speed, technology and how big a sailing machine mere mortals can handle. The new boat dwarfs her older 110-ft Ollier sisters, launched in 2000 as *Team Adventure*, *Club Med* and *Innovation Explorer*. Other significant dimensions: a beam of almost 60 feet, a mast height of 150 feet and a staggering 11,000 square feet of downwind sail. She'll sail with a crew of 14.

Designer Gilles Ollier notes that the potential top speed of the beast is "in excess of 45 knots." For perspective, that's only a few tics below the old 55-mph federal speed limit of a few years ago.

The seventh giant maxi-multihull to be built since 1999, *Orange* began an intensive schedule of seatrials in January in preparation for a possible assault on the Jules Verne as early as this month. If Peyron succeeds in setting a new round-the-world mark, the record he breaks will be his own. The standing Jules Verne mark of 64 days, 8 hours, 37 minutes, was set by Peyron on the 'little' *Orange* (ex-*Innovation Explorer*) in May, 2002.

Cheyenne — When Steve Fossett issues a 'code yellow', it has nothing to do with terrorists and everything to do with excitement. 'Yellow' means the crew should be ready to board Fossett's 125-ft Melvin-Morelli cat Cheyenne (ex-PlayStation) at a moment's notice for the next record attempt. ('Red' means "stand by; 'green' indicates "let's go!") In this case, the 12-man crew was waiting in Plymouth, England, for the weather window that would launch their attempt on the Jules Verne record. With a possible departure date in late January, they may well be on their way as you read this. (For more, go to www.fossettchallenge.com)

Regular readers are likely familiar with Fossett's penchant for breaking sailing (and flying and ballooning) records. With this boat and his previous multihull, the 60-ft trimaran *Lakota*, he's set 30 official world records, of which 22 still stand.

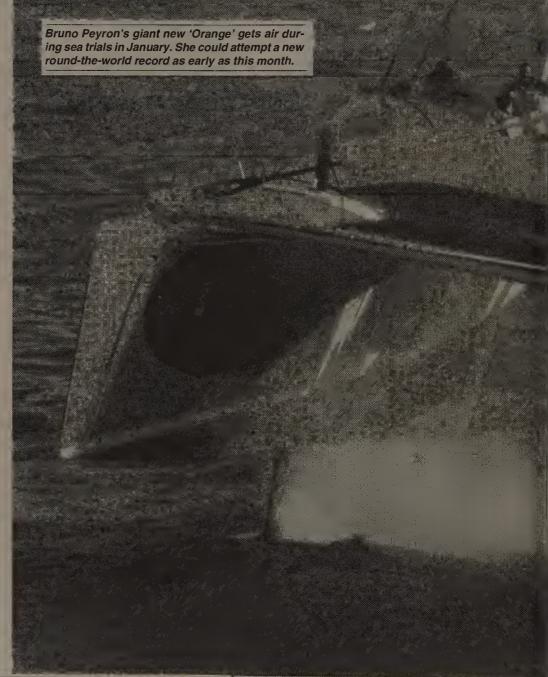
The Trophee Jules Verne, first run in 1993 to break the fictitious *Round the World in 80 Days* mark, has always been a solitary undertaking: you go whenever you want. You're racing the clock, not other boats, and all that matters is that

continued on outside column of next sightings page

#### tale of

What do the three-masted schooner *C.A. Thayer* and the clipper *Cutty Sark* have in common? Actually, more than you might think. Both were specialized cargo carriers, both were built in the 19th century, both survive as museum ships—and both need several million dollars in restoration work. One of the main differences is that the *Thayer* got her 'stay of execution' in the form of a government grant. The *Cutty Sark* doesn't qualify for any government help.

The *C.A. Thayer* is familiar to Bay Area residents as the 'other' sailing ship at the San Francisco Maritime National Historical Park's Hyde Street Pier. Long in the literal and figurative shadow of her flashier dockmate, the square-rigger *Balclutha*, the 219-ft LOA *Thayer*, built as



#### two tallships

a lumber carrier in Eureka in 1895, has needed lots of work for a long time to reverse the worm and rot-induced insults of age suffered sooner or later by all wooden ships.

The 280-ft LOA *Cutty Sark*, in permanent drydock in Greenwich, England, suffers the same infirmities — enhanced by electrolysis in her metal framework. (One of the first composite ships, she was built of wood planks over iron frames in 1869 in Glasgow, Scotland.)

As much as a decade ago, estimates for repairs were made for both ships. The *C.A. Thayer* would need about two years and \$9.6 million worth of work. The *Cutty Sark* needs three years and \$18 million.

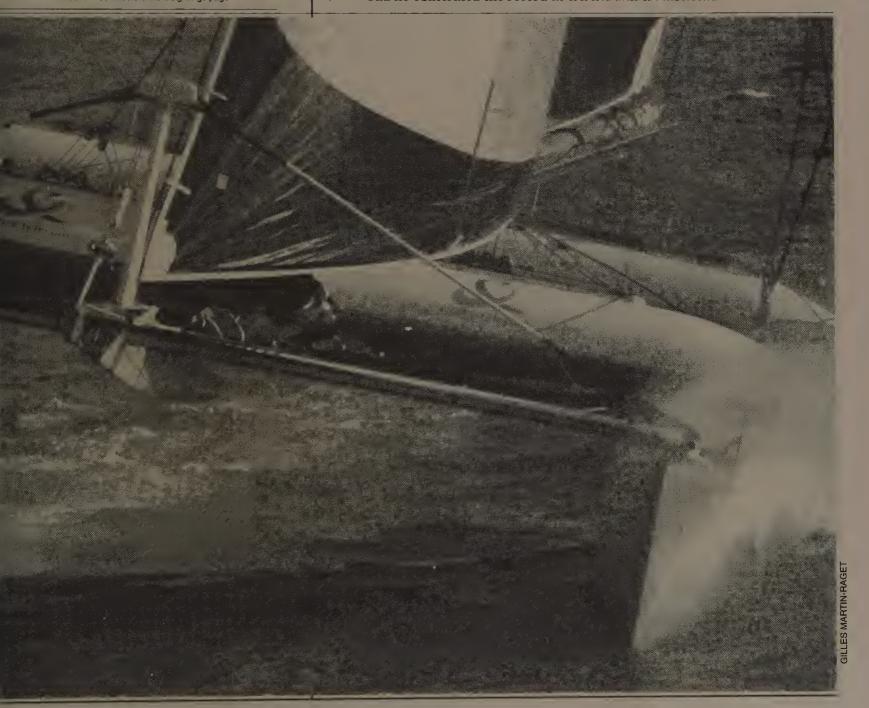
Last year, after a decade of waiting, the continued middle of next sightings page

#### beat goes on — cont'd

you get back to the start/finish line off Ushant faster than anyone else. Making *Cheyenne*'s Jules Verne attempt all the more interesting is that it may almost be a multi-boat race. Not only will *Orange* possibly be on the course at the same time, *Cheyenne* could also be in a drag race with Olivier de Kersauson's 120-ft trimaran *Geronimo*. As you may recall, two-time Jules Verne record holder de Kersauson narrowly

missed setting a new record when *Geronimo* ran out of wind on the homestretch last spring.

Idec — Speaking of de Kersauson, an even crazier Frenchman named Francois Joyon is poised to obliterate another sailing record aboard the same 92-ft trimaran (then Sport Elec) that de Kersauson and a six-man crew sailed to a Jules Verne record in 1997. What is almost beyond imagining is that Joyon, 47, is singlehanding this boat around the world. The record he is after in his Brest-to-Brest (not the Jules Verne course) run was set by Michel Desjoyeaux aboard the Open 60 monohull PRB in the '00-'01 Vendee Globe (solo nonstop round-theworld) race: 93 days, 4 hours. At last report as we went to press, Joyon was in the homestretch and two weeks ahead of that pace. See how bad he obliterated the record at www.trimaran-idec.com.



#### stornoway's last voyage

Over the years, we've done scores of happy-ending stories about notable old boats rescued from oblivion and restored to glory. This is not one of those stories. The following obituary, we fear, probably represents a much more common fate of once-loved, once-famous old boats.

The story of *Stornaway* began when she was launched in Essex, Connecticut, in 1926. But the significant years for the Albert Strange-designed 33-ft gaff cutter were from the mid-40s through the early '80s when she was owned by Alfred and later Marjorie Petersen. Though not as well known as contemporaries like the Hiscocks, Smeetons or

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#### tallships

Thayer got her money. It came from the National Park Service, which earmarks a portion of its yearly budget for preservation and restoration.

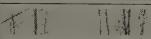
On December 2, amid sea chanteys and a small celebration, Representative Nancy Pelosi and Park Superintendant Kate Richardson cast off the first dockline. The *Thayer* was towed to Bay Ship and Yacht in Alameda, where she was loaded



#### — cont'd

aboard huge dollies and rolled inside an old seaplane hangar for her upcoming makeover. The ship will be taken down to bare frames and rebuilt using the same traditional methods employed in her original construction.

Meanwhile, things are not so jolly in old England at the *Cutty Sark* Trust. In Britain, no government funding is availcontinued middle of next sightings page



Below, raised after a week and a half on the bottom of Richardson Bay, 'Stornoway' stayed together just long enough to make It to the Corps of Engineers' ramp in Sausalito. Below right, in better times, anchored somewhere in the South Seas in the mid-'60s.



#### stornoway - cont'd

Roths, the Petersens were pioneer cruisers whose quiet confidence and resourcefulness helped pave the way for those of us who came later. (How resourceful? A third of the way into one long passage, a big wave

tossed the boat on its side. Marge flew across the cabin and broke her upper left arm. Rather than turn back, they splinted the arm with battens and sail ties and they soldiered on.)

Before Al even met Marge, he sailed the boat solo around the world from 1948 to 1952, receiving the Cruising Club of America's coveted Blue Water Medal upon his return to New York. There, he met and later married



Marge and Al Petersen back in the day.

Marge, who, though a local dinghy-racing champion, had never sailed offshore before. Together, they completed three more extensive cruises on *Stornoway* (named for the main town of the Isle of Lewis in the Outer Hebrides west of Scotland) together — a two-year trip to the Med and Caribbean in the late 50s, a three-year passage to the South Seas that ended in Sausalito in 1966, and a two-year return trip to Europe and back to Sausalito in the mid-'70s. Marge wrote several books about those voyages, including *Stornaway East and West* in 1966 and *Red Sky At Night* — *Circling the Pacific on Stornaway*, which was published in 1994. (Though now out of print, these books can still be found on library shelves and in used bookstores or online.)

The Petersens continued to live aboard *Stornaway* in Sausalito until Al succumbed to cancer on Christmas morning, 1983. A couple of years later, Marge sold the boat to Dana Hayden, son of the late actor Sterling Hayden. A skilled hand with tools and wooden boats, Hayden continued to maintain and sail the boat.

After that, she fell on those proverbial hard times. Subsequent owners let her slip downhill until, in the last few years, she was just one



more derelict in Richardson Bay.

Stornaway finally gave up the ghost on a calm day in early January and began to sink. Spotted by an alert observer in time for Dave's Diving Service to get pumps on her, even that effort could not postpone her fate. She literally sank out from under those trying to save her. Her present owner was unable to pay for salvage, so the county stepped in and had her raised on January 15. But the old boat was so rotten that they couldn't even take the airbags off. So Stornoway, which may have had more sea miles under her keel than any other boat in the Bay, was beached at the Corps of Engineers docks. The following weekend, she was broken up and thrown away.

The one ray of sunshine in this sad scenario — her still-serviceable rig was donated to a local Master Mariners project.

#### a boat is not a good place to raise a child

As a liveaboard of 14 years, and someone who has no plans to ever move ashore, I'd like to get some informed opinions about raising children on boats. I've seen and read numerous sterling examples of children raised aboard, some even cruising, and I confess to having long harbored the thought that I would love to share what I consider a wonderful lifestyle with my child, should I ever have one.

Well, I have one now, albeit in a fractured relationship. She's a very bright 6-year-old who can take the helm of our 40-ft sailboat in mild seas and hold a course better than a lot of adults ever manage. Although she does get bored after about 10 minutes, her instincts are terrific.

A nagging curiosity has grown from a comment made by a California state-appointed mediator during a resolution with my ex-partner over visitation. The mediator emphatically stated, "A boat is not a good place to raise a child." When I asked why, she 'clarified,' "It just isn't." She went on to suggest that my ex-partner would probably like it better if I lived in a house. My ex, to her credit, replied that that really wasn't an issue.

The mediation resolved well enough, but that blanket statement by this trained psychologist still echoes in my mind, as it doesn't ring true to me. I'm willing to be wrong on this, but I'd like to hear from those who have firsthand familiarity with raising children aboard, as well as from the children themselves, their teachers, psychiatrists, parole officers, etc. — anyone who can speak with authority and knowledge.

- name withheld by request

Readers — We're also interested in this subject and would like to review your comments, as well. Please email the author at tlitvin@earthlink.net, and 'cc' us at editorial@latitude38.net, subject line: "Kids On Boats." Thanks!

#### seayanika's launch day — finally!

Now we know. It took three years, three months and three days to take a bare hull and transform it into a beautiful sailing machine. Okay, okay, so our original goal of 18 months was a bit, shall we say, overenthusiastic, but hey — it was worth a shot.

Any way you look at it, preparing and launching a boat is a nail-biting experience. Will everything be ready in time? Will she float? Will she list to port? Will she break in half when the travel lift picks her up? Now add several hundred people, newspapers and TV cameras to witness your success or failure, and the stress intensifies tenfold.

During the final six weeks of construction and launch preparation, nothing went according to plan. (I'm an organized person and I always have a Plan.) Every unfavorable day of weather was an obstacle, every delay was a near calamity, and every snag propagated several more. Somehow Murphy showed up and gave us the evil eye.

Here's how the countdown proceeded.

**Six weeks to go** — We set our launch date for January 17. Erik and I drove down to San Diego and spoke with Point Sails, our sailmaker, and put down a deposit. Then it was off to our rigger, Pacific Offshore Rigging, to make sure our time frame worked for them. No problem. Driscoll's Boat Works was unanimously recommended for the actual launch, so we made a quick trip over there to check the date and to get on the calendar. I had envisioned the launch party at the boatyard, complete with a big barbeque, a band and an abundant supply of alcoholic beverages. Oops, that won't work — no alcoholic beverages allowed. Snag #1. Okay, I'll come up with Plan B.

Next I had to check with San Diego Boat Movers to make sure they could move *Seayanika* from her Vista hilltop location to Driscoll's on the Thursday prior to launch. Enter Snag #2 — they were booked. Alrighty now! How about a week later, January 24? This worked for the

continued on outside column of next sightings page

#### tallships

able for historic ships. If enough money is not raised to at least start restoration work, the world's most famous surviving clipper could close to the public. The good news is, several corporate supporters (including, fittingly, the exporters of Cutty Sark whiskey) have come on board in recent months. Endorsements have also



#### — cont'd

been secured — from, among others, the captain of the new *Queen Mary II* — and several creative fundraising ideas are starting to bear fruit. If and when the necessary money is raised, the restoration of the ship will take place between 2006 and 2009. For more information, log onto www.cuttysark.org.uk.

#### seayanika launch — cont'd

boat movers, so we retraced our steps to the rigger and the boatyard, and finally got a date everyone could deal with.

**Five weeks to go** — I still needed to come up with Plan B for the launch party, but I wasn't worried. Shelter Island (where the boatyard is located) has several hotels and marinas, and I was confident I would quickly find an alternative. Also, in a prior life I used to do all the planning and organizing for sizeable conventions, so I felt pretty well-

continued on outside column of next sightings page



#### seayanika — cont'd

equipped for the job. I started making calls and inquiries. Meanwhile, Erik needed an important engine/drive shaft adapter. We found a source and ordered it, with the assurances that we would receive it before the end of the year.

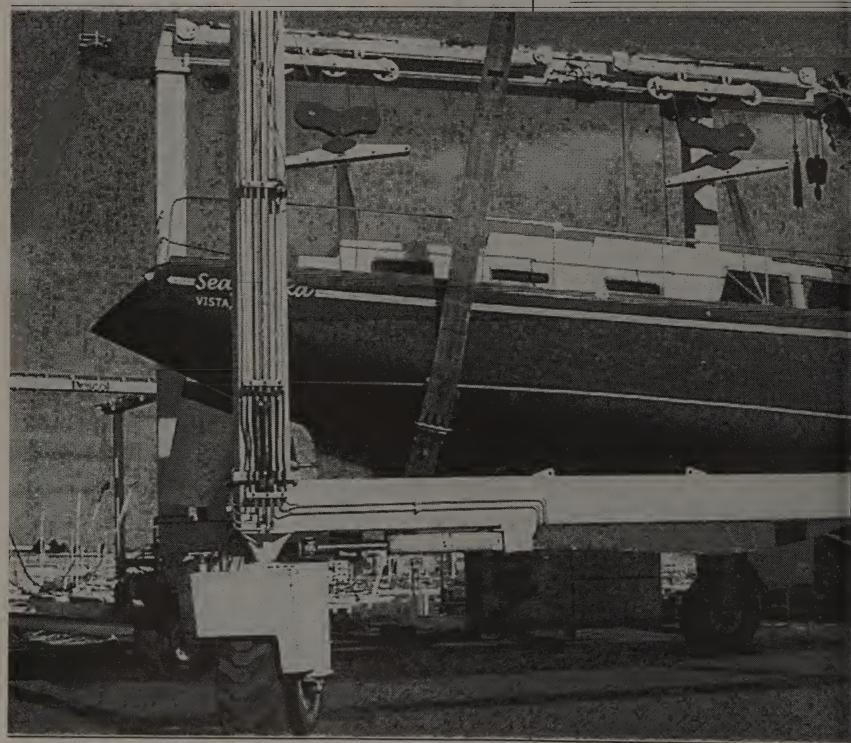
**Four weeks to go**—I was still calling hotels and marinas. One had no large rooms available. The next didn't have any 50-foot slips within miles. The third wouldn't allow us to use their meeting facilities without paying for a Grand Catering Extravaganza. I got much the same results from the nice restaurants around the bay. Then out of the blue came an email from a Shelter Island yacht club member who has been following our progress updates in *Latitude 38*. This kind soul offered to arrange an introduction and meeting with the yacht club to discuss the possibility of having *Seayanika*'s launching party there. After the actual launch, everyone could mosey around the corner to the yacht club for food and beverages. Everything was looking up, Plan C was in

continued on outside column of next sightings page

#### coast

From mid-December through mid-January, Coast Guard Group San Francisco, headquartered on Yerba Buena Island, conducted more than 39 search and rescue cases, assisted 47 people, saved one life, and assisted or saved more than \$350,000 worth of property. The following are a few cases of interest.

**December 23** — At 10 p.m. the Coast Guard was notified that a 50-year-old man in an 8-foot dingy was overdue from a sailing trip off Point Richmond. His wife called 911 and reported that her husband had left Point Richmond that morning with the intention of going out sailing "for a while" and that he would be back in time



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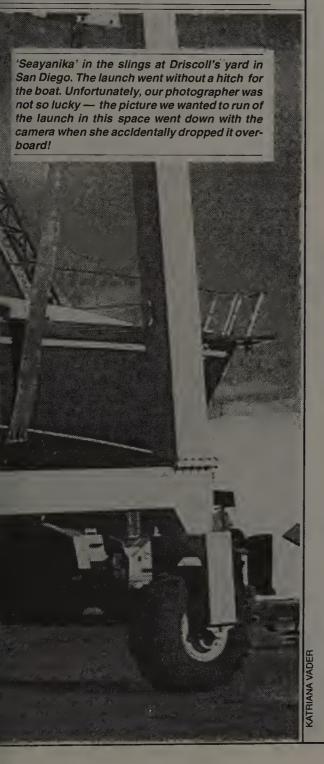
#### watch

for an evening party. When he didn't show up for the party, she became concerned.

Working with the Richmond Police Department, the Coast Guard located the husband's vehicle at Point Richmond. Heavy condensation indicated it had not moved in a while. Several nearby marinas were checked but he was not located. The Coast Guard then dispatched a helicopter and a 25-ft rescue boat to search for the missing person.

At midnight the Coast Guard was notified by Richmond PD that the sailor was safe. He had called his wife from a cell phone asking her to pick him up from

continued middle of next sightings page



#### seayanika — cont'd

the works, so I breathed a sigh of relief.

Three weeks to go — Christmas and New Year's came and went. With 'The Schedule' to worry about, we didn't really celebrate. In fact, the holidays this time were more of a nuisance since everyone was gone on vacation and all orders were on hold. Our ever-enthusiastic boat slaves — some of whom still call themselves our friends — continued to drive upwards of 100 miles a day to help us with all of the menial, boring and filthy grunt jobs. We still had an impressive list of things to accomplish before <code>Seayanika</code> could hit the water. But of course the all-important engine/drive adaptor hadn't arrived as promised. We couldn't bolt the engine down until it did. I made a call to the vendor and it seemed the part may have been lost in transit from Holland. Let's see, is that <code>Snag #3</code> or <code>#4</code>. Will they find it? They think so. Yes, I am most definitely nervous now.

**Two weeks to go** — Erik was madly hooking up electronics and hydraulics and working on the rudder. Our wonderful boat slaves and I were applying gooey barrier coat and bottom paint. The red antifouling paint left us all splattered and looking like we'd been in a cat fight. Our Dutch vendor still hadn't found the part.

It was time to email the invitations, but first I needed to make sure we received board approval for our after-launching party at the yacht club. I made a call and found out that yes, we got approval. . . but the cost is going to be double what we were quoted. Uh oh, Snag #4.

Hmmm, Plan D — if I provided food and soft drinks at the boatyard instead, kept everyone occupied there longer and had a smaller after-launch party, then I could rent a couple of townhouses on Shelter Island and a slip at Kona Kai Marina. This was Plan D, and I was sticking to it. I sent out the invitations to set it in stone.

One week to go — Time to reconfirm with everyone. Boat movers, check; boatyard, check; hotel, check; marina, check; rigger, check. Everything seemed to be in order. Our wonderful Dutchmen had located the missing adapter. They assured us they would have it within two days and overnight it to us.

Erik continued to connect things, I continued to worry (okay, nag). Well-meaning friends were stopping by with beer to shoot the breeze and tour *Seayanika*. We either sent them away or put them to work. No time for idle chitchat now. We reviewed our lists of things to do. One list itemized the tasks we *had* to accomplish to put the boat in the water; the other had all the other things we'd *like* to do. Can you guess which one was gathering the most dust? We had six days before *Seayanika* was moved off the hill and if we stayed focused — and got the adapter —we'd be able to motor the boat under her own power.

**Moving day** — San Diego Boat Movers showed up promptly at 8 a.m. on Thursday, January 22, to begin the slow process of loading Seayanika onto their truck. Meanwhile, Erik was in the Bobcat cutting and smoothing a road so the truck could maneuver. The lay of the land here on the hilltop is such that we needed to stop traffic in both directions so the boat movers could back up nearly a block just to turn around. Luckily no irate, time-pressed drivers came by, only awed spectators who gladly pulled over to watch the spectacle. While all this shuffling was going on, Larry Himmel of Channel 8 in San Diego was interviewing everyone; Erik and I, our friends, neighbors, the boat movers, the spectators, and any hapless passersby. Once Seayanika was completely loaded, secured and turned in the right direction, a parade of cars and TV crew followed her down the freeway to the launch site.

— katriana vader

Readers — A few hours before this issue headed out the door, Katriana called to say that the adapter arrived from Holland, the boat arrived in San Diego, and the champagne broke on schedule at noon on January 24. "She floated upright, she's not leaking and she's not listing," said Katriana — which is doubly a good thing considering that over 100 friends and a few local TV stations were there watching. After the launch, Seayanika motored under her own power to the Shelter Point motel and the apres-launch party. She was to return to Driscoll's to have the rig installed on February 2. Congratulations!

#### svend's last folkboat

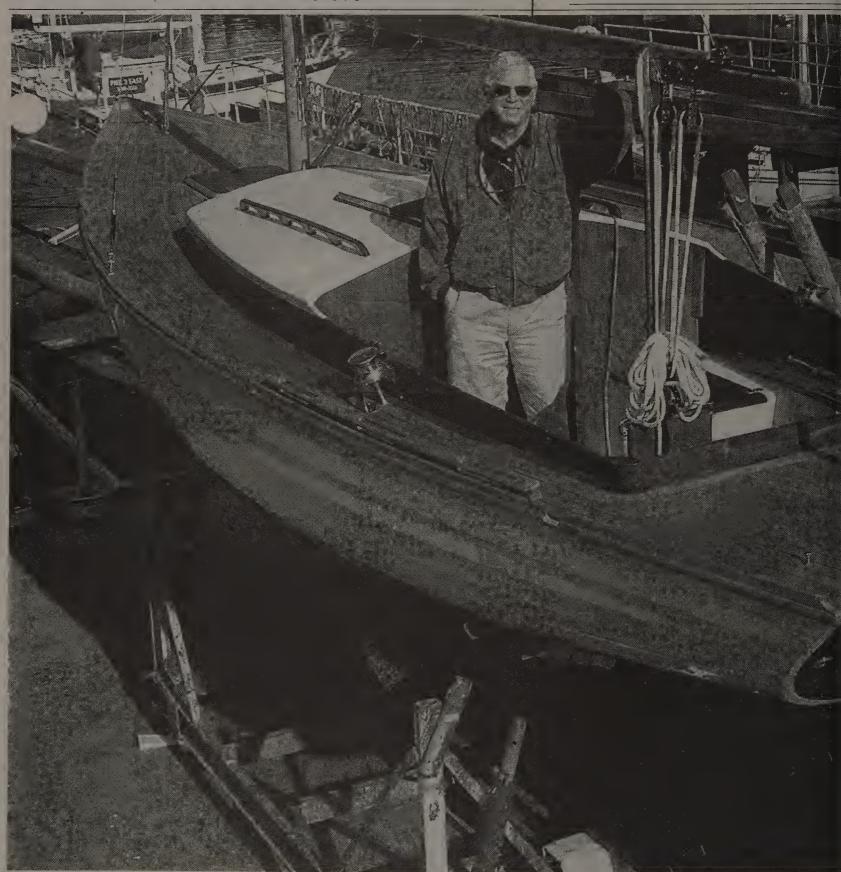
What may be the Bay Area's last locally-built Folkboat was recently completed, and will likely launch this month. It was commissioned by Woodside's Chris Scholl, with the building overseen by the 'godfather' of Bay Area Folkboats, Svend Svendsen.

You'd be hard-pressed to find a local sailor who's not familiar with the business Svend started 40 years ago on the site of the present-day

continued on outside column of next sightings page

#### coast watch

a marina on Treasure Island. The sailor later told authorities he had been swept out the Richmond breakwater by the current. His small outboard was no match for the current and neither were his oars. He drifted toward Angel Island, but could not make landfall there, either. After a few



#### cont'd

direction changes, he was able to make it to Clipper Cove Marina.

December 23 - The Coast Guard received notification from the California Fish and Game Department of a capsized airboat with four people in the water near continued middle of next sightings page



#### last folkboat — cont'd

Oakland YC. In 1968, he moved to Svendsen's Boat Works' present location on the Estuary, and grew the business - which today includes a yard, dry storage, rigging shop and chandlery — from there. Svend was born and raised in Elsinor, Denmark (up the road from Copenhagen). His grandfather and great grandfather were both boatbuilders. His father was a fisherman. Boats and boatbuilding are in his blood. Perhaps those Scandinavian roots also made him gravitate to a popular clinker-built, Swedish-designed sloop gaining popularity in the '50s and 60s, the Nordic Folkboat.

Svend soon fell in with Gordon Waldear, who had brought the first Folkboat, Folksong, to the Bay Area. And he soon became an active member of the local racing fleet both on the water and off - Svend was the go-to guy for maintenance on the little 26-ft woodies. Wanting to dovetail his modern boatbuilding experience with the tried and true design, he got the idea in the early '70s of producing a fiberglass version. Though initially scoffed at by the purists, Svendsen's careful homework of making the glass boats measure out class legal in every respect eventually won them over. He took a mold off Folksong and built the first boat in 1975. With the completion of the most recent boat, hull #120 — the San Francisco fiberglass boats started at hull #100 he's built an even dozen of them since then. Builders in Scandinavia have built many hundreds more.

The so-far unnamed #120 may be the most beautiful of them all. Only the hull is glass. Everything else is first-grade wood — teak deck, mahogany cabin and interior and "the most beautiful Spruce mast you ever saw," he says.

Therein also lies the reason this is probably his last Folkboat. "There's no way in the world you can build Folkboats in the Bay Area and make money," he laughs. "This boat was a special situation."

Svend and Waldear also instigated the Folkboat Nationals back in 1975, which sees Scandinavian sailors coming to the Bay Area in oddnumbered years. They stay at the homes of local Folkboaters, who lend their boats out for a week of spirited racing. On even-numbered years, the local guys would fly to Scandinavia for a week of 'reciprocal privileges'. The tragic events of 9/11 interrupted that longstanding series the last couple of years, but Svend says it will return to the Bay in

Several years ago, Svend turned over the day-to-day running of the yard to others. But most days he can still be found making the rounds. Does that mean he's retired, semi-retired or what? "Here's my deal," says the 71-year-old in his familiar Danish accent. "Nowadays I come and go as I want. I'm still working, coming in every day. But if I don't want to come in, I don't come in. If I want to take off for a week, I can. If you call that semi-retired, then I guess that's what I am. Good for me!"

#### rendezvous with destiny

After 17 years plying San Francisco Bay under the flag of Rendezvous Charters, a division of Spinnaker Sailing in South Beach Harbor, the 78-ft LOA brigantine Rendezvous is moving down the coast to new duties. In October, she became part of Santa Cruz Youth Sailing, a fledgling organization conceived and founded by Andy Stuhan.

Rendezvous is almost 70 years old. She was built of Douglas fir over oak frames in Seattle and launched as a private yacht in 1935. She had the requisite years of adventure and neglect before Spinnaker Sailing's Drew Harper restored her and put her to work as a charter boat. With the red Spanish cross on her upper topsail and her blackand-white striped lower topsail, Rendezvous always cut a distinctive profile on the Bay, whether she was thrilling tourists or occasionally participating in the Master Mariners Regatta. A claimed 1 million passengers have walked her decks over the years.

#### rendezvous - cont'd

The ship's resume includes a starring role in the 1948 John Wayne movie, *Wake of the Red Witch*, and a tantalizing rumor — rumor only, now — that Disneyland's Pirates of the Caribbean ride was conceived during a sail aboard *Rendezvous*.

Stuhan is only 25, but exudes a self-assuredness that makes him seem older. That's partly because he learned the value of 'wingers' early on. Wingers are mentors who take you under their wing and help draw out the talents and positive qualities in all of us. Among the wingers in Stuhan's background are the folks at Trilogy Excursions in Lahaina, who hired him fresh out of high school "to run sunburned tourists back and forth to the snorkeling spots" aboard their catamarans. The Santa Cruz resident soon returned to the mainland to work aboard the Monterey Bay Aquarium Research Institute's Western Flyer which, among other duties, explores the Monterey Canyon with a remote operating vehicle (ROV). These maritime ties, along with a chance viewing of the 1996 film White Squall (the true story of a square-rigged school ship sunk by a freak storm in 1960), cemented Andy's determination to found his own tallship program for kids in and around Monterey Bay and become a winger himself.

As we all know, little involving sailboats goes exactly as planned. SCYS's progress took a real hit when Stuhan was run down by a speeding SUV in the fall of 2002. After a long and painful recovery, he was finally able to get his plans back on track for the official launch of Santa Cruz Youth Sailing later this summer.

The next big hit came last month. *Rendezvous* was out of the water at Moss Landing for six months of maintenance and repair, when it was realized that, in order to maintain her Coast Guard certification, she would need more extensive work than was originally planned — including the removal of all the planking and unstepping both masts — a two-year, \$500,000 proposition.

Stuhan is still determined to pursue his goal of running the first tallship program on Monterey Bay, but realizes he now needs financial help for it to be realized. For more information, or to find out how you can help, contact Stuhan at *andy@mbari.org*.

#### historic boatyard closes its doors

"Building and saving boats for over 45 years" reads the sign on their San Francisco boatyard building. But for John and Rene "Flip" Allemand, that wasn't enough to stop the hand of progress from closing them down. Their Allemand Brothers Boatyard is in the path of a planned waterfront redevelopment, and by the time this issue goes to press, one of San Francisco's oldest and most renowned boatyards will be closed.

Mind you, the brothers probably aren't too unhappy about their 'forced' retirement. After all, Flip and John are 87 and 89 respectively. And Flip agrees that it's time to start thinking about "something else to do."

Finding a buyer for their business was out of the question. The impending development, as well as the fact that they lease the property, made it impossible for the brothers to find a buyer, much less someone to take over their yard. For the Allemand brothers, the end of January will be the end of nearly half a century working on the San Francisco waterfront.

Flip and John were born and raised as native sons right here on the Bay. They got their start on the San Francisco waterfront at a young age, building the 25-ft sloop *Taba II* while still in school. They eventually worked up to positions as shipwrights for San Francisco's well-known boat and shipyard, Anderson and Cristofani. "We got 75 cents per hour," remembers Flip, at least until they joined the Shipwright's Union, a decision he says was the best they ever made. "We eventually made more on our pensions than we ever did at our boatyard," laughs

continued on outside column of next sightings page

#### coast watch

Corkscrew Slough in the southern area of San Francisco Bay. We immediately issued an Urgent Marine Information Broadcast (UMIB) requesting assistance from any vessel in the area. A Coast Guard Helicopter and 41-foot rescue boat were dispatched to the area.



#### — cont'd

A PG&E vessel and the Redwood City Police Department responded to the UMIB and arrived on scene to recover all four people. They were taken to Redwood Creek Yacht Harbor and reported to be in good condition.

— cpo veronica bandrowsky

#### allemand brothers - cont'd

Flip.

The brothers worked for Anderson and Cristofani for years before striking out on their own in 1946, when they secured a set of marine railways in India Basin. An adjoining building — "It had been a beer joint," laughs Flip — became their office and, eventually, a central gathering place for a few generations of boaters, builders, and dreamers.

continued on outside column of next sightings page



#### allemand brothers — cont'd

When asked about their most memorable boat, event or even customer, Flip says there were so many that it's hard to recall just one. But it's not hard to find customers who remember the Allemand brothers' good nature and generosity. In an area where do-it-yourself boaters are tolerated at best, the brothers assisted many with their projects, including 93-year-old George Knowles, who started building his wooden ketch Stormalong at their yard when he was 65, and launched it when

Their reputation has been such that the San Francisco Board of Supervisors recently issued a proclamation acknowledging the Allemand Brothers Boat Yard and praising them for their "legacy in helping mariners keep tight and safe ships through their superb workmanship, generous spirits and warm hearts."

As business wound down, the Brothers had to find a place for "60

continued on outside column of next sightings page

#### crew list

Are you guys tired of winter yet? Gotta say the thought has crossed our minds once or twice. Like when we went ass over teakettle on a frosty dock one morning. Or caught that brutal flu that's been going around and still haven't completely shaken it. That was right after that late December storm — and really high tide - that drowned one of our cars at a Sausalito commuter lot. . . . Now we know what Shakespeare

meant by "the winter of our discontent."

It doesn't take acute cabin fever to get us thinking of better — read 'warmer' times. Like in Mexico or, dream big, the





#### redux

Cote de'Azur.

If you're having the same cravings — or even smaller ones to just go sailing in the sunlight — then you're in a good place right now. By using the Crew List forms on the following pages, you could set yourself up for terrific sailing this coming year, be it daysailing, boat-swapping, co-chartering or, well, cruising along the Cote d'Azur.

This 'big' Crew List, which first ran last month, is about as simple to use as toothpaste. First, find the form that most closely matches your wishes and desires.

continued middle of next sightings page



#### allemand brothers - cont'd

years of collected junk", as Flip describes it. Among those items were not only some nearly derelict boats (including the *Taba II*), but also machinery, hand tools, and old artifacts. "The flea market guys are already looking around," said Flip in late January.

Their biggest dilemma is not the abandoned boats or their hardware, however, but where to find homes for the boatyard's dogs—Goldie, a 13-year-old Australian cattle dog stray who adopted them, and Goldie's 6-year old daughter, Towline. "They were the yard's watchdogs, so we need to find them a good home," says Flip.

While it's hard to wind down 60 years of business, the brothers say they will continue to show up at the yard until the last item has been sold, the last boat removed or dismantled and — hopefully — until Goldie and Towline find good homes.

When they do eventually close the yard gate for the last time, Flip plans to visit his girlfriend in Spain and some friends in Paris. Bother John will stay here in the Bay Area with his wife and keep the home fires burning. In the meantime, while many of their many friends and fans stop by to wish them well, the brothers will stay busy trying to sort through 60 years of boatyard equipment, artifacts and a lifetime of memories.

- john skoriak

#### southbound still off the radar

"Nothing yet," reports Pam Brown, sister-in-law of Steve Brown, whose Nor'West 38 sloop was found adrift in mid-Pacific last July. It's thought the two-time circumnavigator, who was 54, accidentally fell overboard during a passage up the coast. The family would like to recover the boat, and we've been checking in regularly over the past few months to see if it's been sighted.

Not yet. However, a couple of new developments bear reporting.

As you may recall, the yacht was originally located by a container ship in late July, about three weeks after Steve's last log entry on July 8. At that time, as instructed by the Coast Guard, they recovered the logbook. Southbound was again encountered on September 18 by the Swan 61 Hasty Heart, which was on her way home from Hawaii. They also contacted the Coast Guard who, according to Pam, told the Hasty Heart crew that "Steve had no family" and just to "take whatever they wanted" from the boat! The Hasty Heart crew did retrieve a few personal items, but only with the express intention of returning them to family members if any were located.

At 8:30 p.m. on Christmas Eve, a package arrived at the Brown household. It was the Fed-Ex guy's last dropoff. The package contained the personal items recovered by *Hasty Heart* — for which the Coast Guard had arranged and paid the shipping.

"Steve's mother was quite emotional and thankful to finally have something of Steve's to hold on Christmas Day," says Pam.

The Browns also received Steve's log book back from the Coasties, who had been holding it while the investigation was pending.

Based on *Southbound*'s three known positions since July (Steve's last log entry, and where she was found by the ship and *Hasty Heart*), a drift analysis shows that the yacht has drifted upwards of 30 miles a day for a total of more than 4,000 miles since Steve was last aboard. She is now likely caught in the North Pacific gyre, an area of circulating current and flotsam (also called the 'Pacific garbage patch') where she could drift for months or even years to come.

"Most drifts from southern California usually head along a more southerly track to Hawaii and the Philippines," notes Seattle drift analysis expert Dr. Curtis Ebbesmeyer. "The northward deflection [of the boat] seems to be a symptom of the weather conditions."

Once again, if anyone spots *Southbound*, which is a Nor'West 38 sloop, the Brown family would like to hear from you. Please contact Tom or Pam Brown (in Hawaii) at *tomandpamkauai@earthlink.net*, or 808-651-3533.

# FOR CREW TO RACE ON MY/OUR RACING BOAT

i i
NAME(S):
AGE(S): SEX: PHONE: ()
CONTACT IF DIFFERENT THAN PHONE:
BOAT TYPE / SIZE **
I / WE PLAN TO RACE: (check as many as apply)
1) San Francisco Bay a) Handicap 2) Monterey/Santa Cruz b) One Design 3) Ocean Series c) YRA Season 4) 2004 Pacific Cup d) Specialty Events and/or occasional YRA  5) Coastal Race(s) 6) Mexico Race(s) e) Beer Cans 7) Baja Ha-Ha Cruiser's f) Anything & everything Rally (late Oct.)
I/WE WANT CREW:  1) Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised
or scared silly  2) With at least one full season of racing experience  3) With more than three years experience  4) Willing to do occasional maintenance/repairs  5) Willing to do occasional lunches/galley duty
I / WE RACE:
1) Casually. Winning is nice, but let's keep it fun. 2) Pretty seriously. Why else make the effort? 3) Very seriously. I/we don't like to lose.
Mail completed form and \$5 to: Latitude 38, Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by FEBRUARY 15, 2004

#### crew list

For example, if you've recently started sailing and want to get as much quality experience as you can in the shortest possible time, you'll do well to send in a "Want to Crew on a Racing Boat" form, with Bay, ocean and even Hawaii races checked off

# HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

AGE(S)PHONE OR O	SEX: THER CONTACT:
1) Singl 2) Coup 3) Singl but 4) Kids	e to take singles out ole to take couples out les, couples or small groups okay, leave any kids home okay as long as you can trol them

Mail completed form and \$5 to: Latitude 38, Attn: Daysailing Crew List,15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004

as preferences.

NAME(S):

If you're a boat owner taking off for far horizons but need crew to do it, send us a "Looking for Cruising Crew" form. You get the picture.

Once we receive the Crew List forms (and the \$5 advertising fees; don't forget those), we'll compile them into two Crew List articles. The first one, in March, will deal exclusively with those interested in racing, as boats will need to firm up crew by then for the upcoming season. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat-Swapping Crew Lists.

By 'running', we mean we'll publish, and post on our website, each of the names, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists will contain hundreds of names of people of both sexes, all ages and all experience levels. All you

#### — cont'd

do to use the Crew Lists is look over the people in the category that most interests you and start making phone calls. You'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose between a variety of offers. Also, on Wednesday, April 7 at the Golden Gate YC, we'll have a big Crew List Party where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one - or just hang out and enjoy the company of other sailors there to scarf up the free munchies. Any way you look at it, the Crew List experience is pretty much of a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: the *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to

#### WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

IAM/WEARF
PHONE OR OTHER CONTACT:
AGE(S): SEX:
NAIVIE(5):

(check as many as apply)

· ·	as apply)
1) Single	4) Would like to
<b>2</b> ) Couple	bring kids 5) Going sailing to
3) A group ofinterested in sailing	—— ( " " " " " " " " " " " " " " " " " "

Mail completed form and \$5 to: Latitude 38, Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004

the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

continued middle of next sightings page

#### I / WE WANT TO CREW ON A RACING BOAT

NAME(S):			
AGE(S):	SEX:	PHONE: (	
CONTACT	F DIFFERENT THA	N PHONE:	·
	I/WE WAN	IT TO RA	ACE:
		nany as apply	
	n Francisco Bay		2004 Pacific Cup
2) Mo	nterey/Santa Cruz	5)(	Coastal Race(s)
3)00	ean Races	<b>6)</b> _t	o Mexico (Nov)
	I/WE F	PREFER	•
	ats under 30 feet		
2) Boo	ats over 30 feet ecific class or desigr	5) Mul	Itihulls
<u> </u>	Jeme Glade of Googg	· · · · · · · · · · · · · · · · · · ·	
	MY/OUR EXI	PERIEN	CE IS:
	(Check/underline	where appro	priate)
1) Noi		cina little oth	er sailing experience;
<b>b)</b> Little or	no racing, one or m	ore years of	general sailing;
	no racing, lots of cruderate: a) Less than		
racing exp	erience, but I'm unfa	amiliar with lo	ocal conditions.
	icho: a) One or two fince ocean races; c)		
	1		
Other pertine	ent experience		
	IAA/E	WILL:	
	<del>-</del>	any as apply	, )
1) Hel	p with the bottom, do	• • • •	
	y boat administrator,		almond at ana
	to the masthead to rigate, I've got lots o		aiyard at sea
<b>5</b> ) Do	foredeck, I've got lot	ts of experier	ice
	grinding, I've got mu lunches/provisioning		
Mai	I completed form and	d \$5 to: Latit	ude 38. Attn:
	Crew List, 15 Locust		

#### I/WE WANT TO CREW ON A CRUISING BOAT

NAME(S):
AGE(S)SEX:PHONE: ()
CONTACT IF DIFFERENT THAN PHONE:
SAILING EXPERIENCE:  1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold,
seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game  2) Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
3) Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or transocean trip
4) Lots. Several long ocean passages
I / WE WANT TO CRUISE: (check as many as apply)
1) SF Bay and/or Delta 8) Caribbean 2) Monterey Bay 9) Mediterranean 3) Southern California 10) Anywhere warm 4) Mexico this fall/winter 11) Other destination(s): 5) Hawaii and/or South Pacific 6) Pacific Northwest or Alaska 7) Antarctica
I / WE CAN OFFER: (check as many as apply)
<ol> <li>At least a month of shared expenses</li> <li>Mechanical skills: engine, electronics, refrigeration, etc.</li> <li>Elbow grease for bottom work, varnishing and upkeep</li> <li>Cooking and cleaning skills</li> <li>Language skills — I'm reasonably conversant in a)</li> <li>Spanish; b) Other(s):</li> <li>Ornamental skills — I look good in a bikini/speedo</li> </ol>
7) Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations  8) Other skill(s):
Mail completed form and \$5 to: Latitude 38, Attn: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004

#### I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S):\_\_\_

AGE(S	s):SEX:
PHON	E OR OTHER CONTACT:
	WHERE AND WHEN:
MY/O	JR BOAT IS A:
I/WE F	PLAN TO SAIL TO:
ON 0	R ABOUT (DATE):
	MY / OUR IDEAL CREW WILL: (Check as many as apply)
as foo 2) 3) 4)	Be willing to share basic expenses such and fuel Be willing to bust butt preparing the boat Have more desire than experience Have lots of ocean experience Know more about offshore navigation than just pushing buttons on the GPS
7)	<ul> <li>Have mechanical skills for the engine, refrigeration, etc.</li> <li>Have language skills: a) Spanish, b)</li> <li>Other:</li> </ul>
9)	Other skills (woodworking, scuba, etc.):  Be unattached and unopposed to the possibility of a friendship blossoming  Look good in a bikini/speedo  Understand and appreciate Jim Carey's

Now for some final tips and suggestions to get you going in the right direction:

Mail completed form and \$5 to: Latitude 38, Attn: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004

- Be honest This is probably the most important 'rule' of all.
- Little or no experience is not a disadvantage. In some cases, inexperienced people may actually have a better chance

#### - cont'd

of getting aboard a boat than someone with lots of experience because novice hands are happy to do things the way the skipper likes them done.

• Be realistic about the commitment — Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away. And crews of cruising and racing boats are often expected to put in time off the water for maintenance. Be realistic about these commitments before you make them, and if something comes up, call well ahead to let your mates know about any changes in plans.

In a related tenet, even if you discover halfway through the season that racing's not really your bag of tea, our suggestion is to put on your biggest smile and tough it out to the end of the season. The sailing community is small, and once you establish yourself as a dependable player, other opportunities will develop.

• Be realistic about deadlines — To put March's Crew List together, we must re-

I/WE WANT TO BOAT

## 

Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 2004

Mail completed form and \$5 to: Latitude 38.

weeks in the month of

, 2004.

ceive forms from racers no later than **February 15**. Everyone else has until **March 15**. If we don't have the forms in our worked-to-the-bone little hands by then, your name won't go in. Also note that your continued middle of next sightings page

## I / WE WANT TO CO-CHARTER

NAME(S):			
AGE(S):	SEX: F	PHONE () _	
CONTACT	DIFFERENT THAN	PHONE:	
	,		

#### WHERE AND WHEN:

I/we want to co-charter for	weeks in the (spring
summer, fall, winter)	of 2004.

#### **SAILING EXPERIENCE:**

(Check one from each column)

1) Little or none	a)
2) Moderate. I sail	to di
regularly and have	b)
chartered before	at

	0.00.000
.3)	Lots. I've sailed
and/c	r chartered many
types	of boats and am
a con	petent skipper

the merrier

a)_	I'd like co-charterer
	to skipper and give me
	direction

b) Prefer co-charterer of at least equal proficiency

c) \_\_\_\_ Would be willing to cocharter with less experienced party

#### I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- /	-aroboato (wo can)
2)	Crewed (professional skipper and/or crew)
3)	With other couples
4)	With other singles
5)	With my/our well-behaved kids,
	age(s)
6)	A smaller (30 to 40 ft) boat with one or two other.
7)	A medium (40 to 50 ft) boat with four to six other.
8)	A large (60 ft or more) boat, the more co-charter

#### I/WE WANT TO CHARTER IN:

1) San Francisco Bay	6) Pacific Northwest
1) San Francisco Bay	o) racine Notthwest
2) Monterey/Santa Cruz	7) Caribbean
3) Southern California	8) Mediterranean
4) Mexico · · ·	9) Other:
5) Hawaii	

Mail completed form and \$5 to: Latitude 38, Attn: Co-Charterer

Crew List, 15 Locust Ave., Mill Valley, CA 94941

by MARCH 15, 2004

people people

#### short sightings

**SAUSALITO** — Two people died in what can only be described as a freak accident off the Sausalito waterfront on December 21. About 4 p.m, a Baja 30 motorboat was speeding along when it either hit a submerged object or (as has been speculated) jumped off one wave and slammed into another. In either case, the impact threw Clark Raiser, 69, out of the boat. He is believed to have drowned. His body was recovered about half an hour later by an SFPD vessel. A passenger, Mario Lara, 49, was thrown into the console and died later at Marin General of head injuries. The sole survivor was Stephanie Griffith, 26, of San Francisco, who was treated for cuts on her forehead and released. It is still unknown what, if anything, the boat hit.

**NEWPORT, RHODE ISLAND** — It's official: Alinghi Challenge announced last month the second meeting between itself and *Oracle/BMW* in a match-race series to be held off Newport, Rhode Island, on June 19-20, 2004. The format will be similar to the flashy and exciting Moet Cup held here on the Bay in September, only with a new sponsor, UBS, the global financial services leader. The UBS Cup also marks a couple of milestones in the leadup to the next Cup. It's the first time modern America's Cup yachts have raced off Newport since Dennis Conner's *Liberty* was defeated by Alan Bond's *Australia II* in 1983, and, according to *Alinghi* skipper Russell Coutts, "it will be the official start of our campaign for the Americas Cup 2007." The format will be similar to the Moet, with both an owner-driver series and pro-driver series, and courses intentionally set close to shore to maximize shoreside viewing. Another possible change: Other (unnamed) teams have expressed interest in attending, which may change the format.

**LAKE UNION, WASHINGTON** — In doing some fact-checking for an article, we came across the R-Class sloop *Pirate*, which was built in Lake Union, Washington, in 1929 and is still berthed there. The interesting thing is that she — the boat herself — was added to the National Register of Historic Places in 2000.

That is news to us. Although a number of historic ships have achieved such status — including locals like the Maritime Museum's Scow Schooner Alma, all the ships at Hyde Street Pier, the World War II vessels Jeremiah O'Brian and Pampanito, the sunken paddlewheeler City of Rio De Janeiro (she went down in fog in 1901 in Golden Gate Strait) and the remains of the steamship Tennessee (that gave Tennessee Cove and Valley their names) — we were unaware that private yachts were even eligible. If we're totally in the dark on this, someone please correct us, but we are not aware of (nor able to find on the website, www.nationalregisterofhistoricplaces.com) any private yachts in Northern California on the Register. Although to our minds, more than a few deserve to be

According to the website, to be eligible for inclusion on the Register, a place or object must have significance in American history, architecture, archeology, engineering, and culture. It must also possess integrity of location, design, setting, materials, workmanship, feeling, and association, and have been a) associated with events that have made a significant contribution to the broad patterns of our history; b) associated with the lives of persons significant in our past; c) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or d) yield, or may likely yield, information important in prehistory or history.

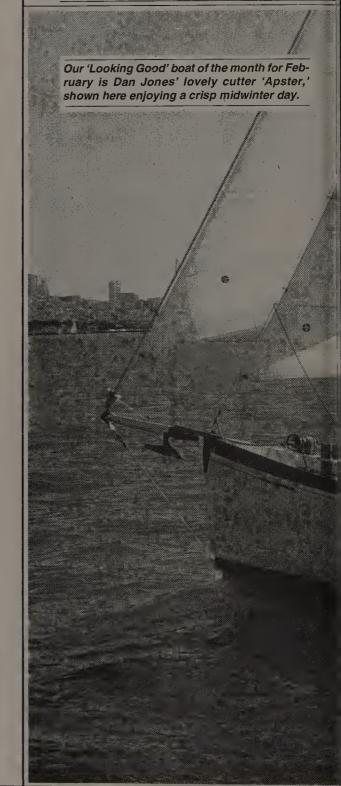
**IRTYSH RIVER, RUSSIA** — Members of the Russian Army mounted an heroic rescue effort after a truck trying to cross the frozen Irtysh River (near Omsk) broke through the ice and sank in mid January. At last report, a team of 6 divers, 10 workers and a modified T-72 tank were working furiously in sub-zero weather. Oh, by the way, the truck driver got out fine and no one else was injured. The soldiers were working to rescue 10 tons of beer the truck had been carrying.

**GREENWICH, ENGLAND** — The answer to the 'Loose Lips' trivia question is *Cutty Sark*. The name of the world's most famous surviving continued on outside column of next sightings page

crew list

name won't go in if the advertising fee isn't included with the form. (You can also print the forms out from the website.)

• Women Crew Listettes — Women taking part in the Crew List are encouraged to use first names only, and to use something other than a home phone number as a primary contact. That's because women get a lot more calls than men—and some callers may be less interested in sailing than, say, sex. 'Screening' through the use of email or fax numbers helps in this regard.



#### - cont'd

• One person per form, please — unless you are offering your skills or services as a team or couple only, and don't wish to be considered individually. It's probably going to hurt your chances of scoring a ride somewhat, but we know how great it can be to share an adventure like cruising to some far off land together with your significant other.

If you need more forms for friends or in case your significant other dumps you — just make copies of these.

Good luck!

#### shorts — cont'd

clipper ship came from Scottish legend. One dark and stormy night, goes the story, a farmer named Tam O'Shanter is riding home from the pub on his horse when he stumbles across a bunch of witches dancing around a bonfire. As he watches, mesmerized, they slowly strip off their clothes until they are clad only in short shirts called 'cutty sarks.'

The most beautiful witch, Nanny, spots Tam and gives chase. Knowing witches can't cross running water, Tam spurs his horse toward the nearest bridge. Nannie manages to grab his horse's tail, but the tail comes off in her hand and Tam escapes.

The figurehead on *Cutty Sark* is a beautiful woman partially clad in a flowing cutty sark with her arm outstretched. For good luck, crews often placed a clump of rope about the size and shape of a horse's tail in her hand.



#### THE NEW PYEWACKET

whole new breed of super-maxis - longer, lighter, skinnier and equipped with forward rudders, canting keels and some other pretty radical technology was launched recently, essentially rendering conventional water-ballasted maxis obsolete. Recent record-setters like Neville Crichton's R/P 90 Shockwave (aka Alfa Romeo) and Bob McNeil's R/P 86 Zephyrus V, now owned by the DeVos

family of Windquest fame, had their moment in the spotlight — but they're outdesigned now, a bit like pumpkins the day after Halloween.

Roy Disney's innovative new Reichel/Pugh-designed maxZ86 Pyewacket

is at the forefront of the revolution. Designed in 2002 in conjunction with Hasso Plattner's sistership Morning Glory, the duo were originally intended to be water-ballasted boats, basically a development of the first maxZ86, Zephyrus V. The design was all but finalized, and Disney's crew had even mocked up a fullscale plywood deck layout in San Diego, when North Sails president Gary Weisman came home from Hamilton Island Race Week after sailing on the new Australian R/P 60 Wild Oats, the first CBTF ("Canting Ballast Twin Foil") boat from the San Diego design firm.

"I've seen the future," he said, or words to that effect, to Pyewacket project manager Robbie Haines. Intrigued, Haines flew down to Australia with Disney's son, Roy Pat, in September 2002, for their own spin on Wild Oats. Almost before getting back to the dock,

they were on the phone to Reichel/ Pugh, Throwing out the old wider, heavier design in favor of the new technology. Dee Smith, Morning Glory's project manager, went out on Wild Oats a week or so later, and quickly ar-

rived at the same conclusion.

With help from Bill Lee, the rules of the fledgling maxZ86 class were hastily rewritten to encompass canting keels and, virtually overnight, McNeil's pioneering Z-5 was ancient history. In public at least, McNeil stoically accepted the decision, claiming that "canting keels are

a logical path for our class to follow while still in its formative stages." He's stated his intention of building a canting-keeled maxZ86 in time for the 2005 TransPac, but there's still no word if a Z-6 is actually in the making.

"We have a saying among our crew,"

said Pyewacket trimmer Scott Easom. "The early bird may get the worm, but the second mouse gets the cheese.'

Of course, there are really two mice after the same cheese: 'trophies and course records.

Pyewacket and Plattner's Morning Glory are identical twins, sharing the same design and equipment, though constructed slightly differently by different builders. Morning Glory, built at McCon-aghy's in Sydney, was started two months earlier than Pyewacket, but finished three weeks later. Plattner still hasn't seen his finished boat, which sailed 1,200 miles to Auckland as part of their sea trials. "It's simply spectacular," reports Smith. "The canting-keel technology is really slick - I may be ruined for going back to conventional boats!"

Last month in Sightings, we introduced the latest Pyewacket and wrote about some of its cool features. In the the following pages, we'll take a closer look at Disney's new high-tech masterpiece and the people associated with it. Though we're focusing on Pyewacket a Los Angeles-based boat with a half

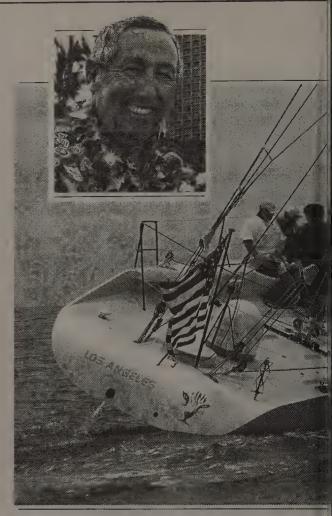
LOA ...... 87.36 ft. LWL ..... 76.06 ft. Beam ...... 16.00 ft. Draft ...... 14.76 ft. Displacement ...... 46,296 lbs. IM ..... 102.36 ft. J ...... 32.81 ft. ISP ..... 117.13 ft. SPL ...... 45.93 ft. ...... 108.92 ft, E...... 38.71 ft. Upwind S.A. ........... 4,334 sq. ft. Downwind S.A. ...... 9,388 sq. ft.

dozen Bay Area sailors among her crew — much of what follows applies to Morning Glory, too.

*PYEWACKET* AT A GLANCE

The Designers

Over the last decade, the San Diegobased partnership founded by John Reichel and Jim Pugh in 1983 has be-



come one of the most successful leading edge yacht design firms in the world. Reichel, the quiet design wizard, and Pugh, the outgoing, globe-trotting codesigner and front man, previously worked at Doug Peterson's firm in San Diego in the early '80s before going out on their own. They've cranked out some 150 designs since then, including America's Cup boats, turbosleds, big performance cruising boats, and production boats, notably the Melges 24. Their story, and their 'greatest hits', would take up an entire article, one we hope to get to

The talented R/P in-house team consists of four designers (Harry Dunning,

> Rick Harris, Mark McCafferty, Mike Roberts) and one marketing person (Summer Twist, daughter of Bill Twist, whose successful R/P 47 Blade Runner was one of the firm's first efforts). "One thing that separates us from other design firms is our ability to think outside the

box," claims Pugh. "As part of that process, we collaborate with top experts in fields like tank and wind tunnel testing, simulations using computational fluid dynamics and VPPs, and sophisticated composite engineering and construc-

The firm is intimately familiar with the

## — THE SECOND MOUSE GETS THE CHEESE



Magic Kingdom — The new 'Pyewacket' in sea trials off Auckland. Inset, Roy Disney, one of the good guys in the sport, after the '03 TransPac.

'new' CBTF technology, having already worked with CBTF Co. (formerly Dyna-Yacht, lnc.), to implement their patented technology on *Wild Oats* in 2002. CBTF

Co., run by Chuck Robinson and Bill Burns, literally just 10 minutes up the road from R/P, has been refining the CBTF process for 12 years now. Their then-radical 40-foot *Red Hornet* CBTF prototype, an indirect descendent of Tom Blackaller's 12-Meter 'geek' design for the '87 America's Cup, cvolved into the first and so far only CBTF production boat, the Schock 40. Peter Islcr, a partner in Dyna-Yacht, Inc., then managed to get Reichel/Pugh interested, which in turn led to *Wild Oats*.

While other big boats have canting keels — including most modern Open 60s, big Wally boats, the new 147-ft. Mari-Cha V, and recent Sydney-Hobart line honors winner Skandia Wild Thing — they use forward daggerboards (or nothing) instead of forward rudders and are intended more as downwind-oriented boats. Wild Oats, the first big custom boat to employ CBTF, proved to be a rocketship both on and off the wind, and its success Down Under and in England has accelerated worldwide interest in this breakthrough technology. "This is exciting stuff," said Pugh. "It involves a lot more R&D than a regular design, but it's

also quite rewarding. We're breaking new ground, taking the sport to another level."

By dispensing with water ballast, the new breed of 86-footers are about four feet narrower and — significantly — don't have to add weight to achieve stability.



Above, the mid-November launching ceremony. Right, testing the canting keel at the dock.

The canting keel provides the righting moment, while the narrow twin foils assume the function of a traditional keel. At maximum power input, the keel on *Pyewacket* transfers from side to side in about 12 seconds, much faster than shifting water

ballast, while the two rudders operate in two modes — 'cyclic control' (opposite directions for efficient course changes) and 'collective' control (rotating the same way for straight-lining and leeway control).

If *Pyewacket* and *Morning Glory* are as fast, fun and successful as the sea trials and early numbers indicate, it could open the floodgates for CBTF boats—though, in fairness, it is fairly expensive and there are still some lingering safety concerns. R/P already has several more CBTF designs in their pipeline, and another maxi with CBTF technology—Randall Pittman's radical Dubious 92 *Genuine Risk*— is about two months away from completion at McConaghy's.

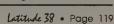
#### The Builder

Cookson Boats, located in Auckland, New Zealand, is one of the longest-lived and best boatyards in the world. The company, founded 29 years ago by father Terry Cookson and son Mick, originally built both powerboats and sailboats out of wood and fiberglass. By 1979, however, they had found a niche constructing high-end racing boats, developing a reputation for building an excellent product, on time and on budget.

Among the more than 100 custom boats to their credit are the last two New Zealand America's Cup winners, *Play-Station*, *Sayonora*, *Alta Vita*, several Volvo 60s (*Djuice.com*, *Yamaha*, *Tokio*), and a whole slew of famous IOR one tonners, Mumm 36s and 1MS boats. Mick Cookson has also built a number of boats for himself along the way, including the famous Cooksons *High* 5, a boat which dominated the '92 Kenwood Cup and helped shape the lMS rule. Cookson, now a convert to the canting keel philosophy, is currently building himself a 50-foot canting-keeler between other projects.

Cookson Boats built *Pyewacket* using a pre-wet carbon system, which was then vacuum-bagged and heat-cured in

the 115-foot long shed the boat was created in. The English engineering company SP Technologies specified the hull's lay-up schedule, dictating all the materials and their orientation. Tom Faire, a sought-after Kiwi project manager, oversaw the yearlong building process for Disney, reprising a role he played when Eric Goetz built the last Pyewacket. "It



#### THE NEW PYEWACKET

was a gigantic team effort," noted Easom. "We had about 30 people —Cookson employees, outside contractors, and our crew — working on the boat full-time down the homestretch."

The CBTF technology at the core of the design involved a collaborative effort among many parties. Cookson made the rudders, while the approximately 20,000-pound keel bulb was made by one of their contractors. The 14-foot keel strut was milled out of a solid block of stainless steel by Mayville Tool & Die in Michigan, while the canting keel mechanism was created by an Australian company, Central Coast Hydraulics and Engineering. There are seemingly miles of hydraulic hoses running through the belly of the boat, and a hydraulics specialist, 'Blue', will be brought along for the first regattas as sort of an insurance policy.

#### The Equipment

Pyewacket's towering 125-foot black carbon rig, 39-foot long boom and 46-foot spinnaker pole — which sticks 13 feet past the bow of the boat — were built by Hall Spars & Rigging. Founded in 1980 by Ben Hall and Phil Garland, the company employs about 60 people, including seven engineers, in its main facility in Bristol, Rhode Island, and about 25 more in their Breskens, Holland, shop. Hall produces almost 100 carbon spars every year, including supplying J/Boats, Farr 40s and Mumm 30s, as well as big custom projects such as recent America's Cup winner Alinghi.

Every aspect of Pyewacket's rig is designed to save weight aloft. Rejecting a more conventional swept-back spreader rig and rod rigging, the boat instead sports a lighter five-spreader, in-line rig supported by high-tech PBO standing rigging, spliced and shrink-wrapped at each spreader - a combination which reportedly saves an estimated 550 pounds. The front edge of the bottom two spreaders are even hollowed out, allowing an extra eight inches or so of jib roach. Ben Hall, who came down to New Zealand to personally oversee the rig installation, liked what he saw: "This boat is more fun than Space Mountain!" he claimed.

Future Fibres, founded by British rigger Tom Hutchinson in 1998, supplied the PBO ('polyphenylenebenzobisoxazole') standing rigging to both *Pyewacket* and *MG*. Future Fibres has facilities in Auckland, Southampton (UK) and Lorient (FR), and is the world's largest provider of unidirectional composite rigging. This new technology, about twice

Below, standing room only during sea trials. Bottom, 'Pyewacket' lifts on a single-point system, just like a dinghy. Bottom left, the carbon rudder quadrants look like jumbo Frisbees — and are almost as light.



as expensive as rod rigging, supposedly can reduce weight aloft by 75% without loss of performance or safety. Future Fibres has been supplying PBO backstays and checkstays to the grand prix circuit since its inception, as well as full standing rigging packages to many Open 60s and multihulls. *Pyewacket* and *MG* are among the first maxis to go this route, following *Wild Oats*, the 93-ft maxi *Bols Sport*, and the Andrews 61 *Medicine Man*.

Scott Easom, owner of Easom Rigging in Point Richmond, is in charge of making and maintaining the running rigging, which includes 235-foot long spinnaker sheets. In order to find the right balance between lightness and strength, all the boat's strops and lines were lab-tested here in Hayward and at Future Fibre's

Auckland shop to determine breaking strength. The loads on the halyards and afterguys are tremendous — especially when the big Code 0 asymmetrical is up — necessitating custom halyard locks aloft and 2-for-1 afterguys. PBO covers are also required on the sheet ends, as uncovered lines slip on the winch drum and can generate enough heat to literally melt themselves.

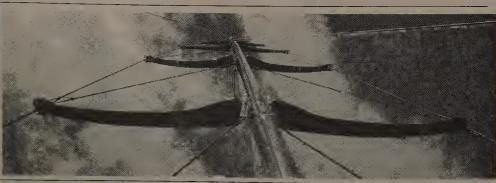
"You definitely can't afford to break anything," said Easom. "The tiniest failure can start a chain reaction that leads to a train wreck. To set records, you have to finish in one piece."

North Sails provided the sail inventory, which was designed by J.B. Braun in their Connecticut loft. The huge main and three jibs were all built out of a car-

## — THE SECOND MOUSE GETS THE CHEESE



Clockwise from above — When the keel bulb breaks the surface, it's called a 'Free Willy'; the high-tech concave spreaders; the propeller and strut hydraulically lift up into the hull when not in use; jibing the gigantic spinnakers is the hardest part; all strops and lines were lab-tested for breaking strength; attaching the bulb to the stainless steel strut.













NV, 3DL facility, while the six asymmetrical kites came from the Toronto loft. The kites range from a super-flat Code 0 on a furler to a fractional-hoist Code 7 heavy-air 'runner' that will probably see minimal use. Most of the time, the boat will create so much apparent wind that the pole will never be pulled more than a few feet off the headstay. Fuzz Foster of the Hawaii North loft is in charge of the sail development program, working closely with main trimmer Noel Drennan

and the other sailmakers aboard.

The 'normal' rigging hydraulics are by Navtec, while the carbon-drum winches came from Harken, which also supplied the deck hardware, much of it titanium. The instruments are all B&G, including

a high-speed data dome mounted at the far aft end of the cockpit, which will allow the crew to communicate from anywhere in the world. The list of vendors goes on and on, but these are the main ones.

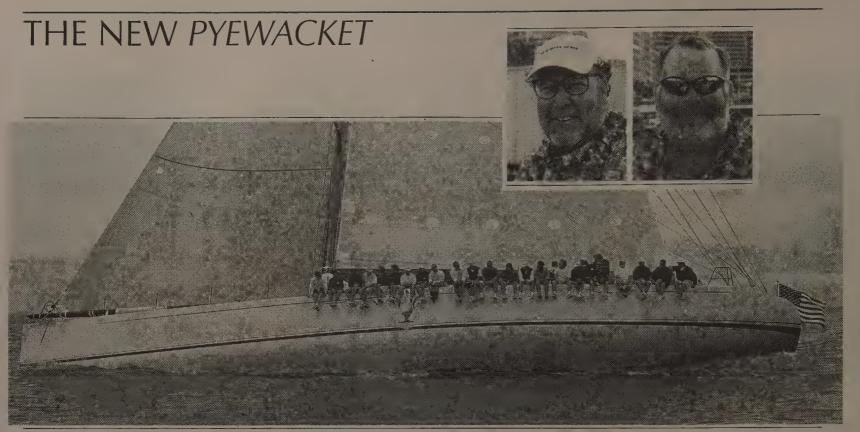
#### The Crew

Skipper Roy Disney, who just turned 74, has got to be one of the nicest and most popular big boat owners on the planet. Over the course of three previous *Pyewackets* — a N/M 68, SC 70 (in both regular and turbo mode), and a R/P 77 — Disney has set many course records, and presently holds the TransPac, Bermuda, Ensenada and Chicago-Mac titles. His love affair with offshore racing and, in particular, the

TransPac is legend — in fact, he's made every TransPac since 1975 except the '97 one, when he was sidelined with a broken leg

Disney has also developed an extremely loyal and close-knit crew, all of whom are on the payroll one way or the other this time around, as the new boat requires a professional crew. "The *Pye-wacket* crew are all great sailors and, just as importantly, they're great human beings," claimed Disney. "We know how to win, and sometimes lose, and still always have fun together. I'm really pleased by how all the new guys are fitting in, too."

Disney is thrilled with the latest *Pyewacket*, claiming it is a "welcome diversion" from his much-publicized battle for control of his company (see *www.*-



savedisney.com for more on that). "The new boat is beautiful — Cooksons did a fabulous job," he claimed. "It's so much fun to sail, too! On our first day out, just idling along with the main and little jib up, I was driving the boat at 22 knots in 20 knots of wind! It was effortless, and it didn't feel loaded up like a regular maxi."

Haines, an Olympic gold medalist, is Pyewacket's primary driver and project manager, in charge of selecting, training and managing the 24-man crew. Most of the core crew has been with the program since the SC 70 days, including the entire afterguard - tactician Ben Mitchell, navigator Stan Honey, and 'keel canter' Doug Rastello, who has the enviable job of working the buttons for the constantly-moving keel. Also in the back of the bus are Pyewacket veterans Gregg Hedrick (runners) and Dick Loewy (traveller/mainsheet grinder). Aussie newcomer Noel 'Nitro' Drennan is the main trimmer, a role he previously held on Schockwave and Illbruck, among others.

Scott Easom and Ethan Bixby, a former 505 sailor who owns the North loft in St. Petersburg, are the trimmers. The grinders are all new guys — Chris Kam, Dave Calverley, Paul 'Tiny' Larkin, Joe 'Jorilla' Fanelli and Bill Hardesty. Roy Pat Disney is also expected to spin the handles soon, but he is currently on 'paternity leave'. These guys are buffed, have America's Cups on their resumes, and can fix the winches as they break. Pit duties are split between Zan Drejes, who has returned to the Pyewacket fold after a stint with Pegasus 77, and Stars & Stripes vet Wally Henry. The foredeck crew consists of three America's Cup winners — Rick Brent (America3), Curtis Blewett (Alinghi) and Jerry Kirby (Amer-

'Pyewacket' dwarfs her 24-man crew. Inset, project manager Robbie Haines (left) and boat captain Gregg Hedrick.

*ica*<sup>3</sup>). They are backed up by Hogan Beatie at the mast and Dave Tank below in the sewer.

Many of the crew are 'team captains' in specific areas — Easom handles running rigging, Drejes the mast and standing rigging, Beatie the winches, Honey the electronics, and Drennan the sails. Faire has been hired full-time as Pyewacket's shore support manager, while four guys work and travel with the boat longtime boat captain Hedrick, Beatie, Tank and Andy McCormick, who will drive the new 38-foot Protector during the regattas while he waits patiently for a crew opening. Hedrick and his team are in charge of the deliveries, including the four containers that travel with the boat, the trailers, the Protector, and so on. The rest of the crew has it better, generally flying to regattas in Disney's luxurious private 737 jet, affectionately known as 'Shamrock Air'.

#### The Schedule

Pyewacket and Morning Glory should both in Florida by now, the former in Palm Beach and the latter in Fort Lauderdale. They'll each practice for a few days in early February before sailing to St. Maarten, site of their first regatta, the Heineken Regatta on March 5-7. "We can't wait to line up with Morning Glory for the first time," said Disney. "We've just been sailing around by ourselves so far, and aren't sure what we have." After the regatta, the two sisterships have scheduled a testing session against each other, which should help both boats get up to speed faster than they could alone.

Sometime after this, we suspect the 'honeymoon' will end and the gloves will come off.

From there, *Pyewacket* will go to the BVI Spring Regatta (March 29-April 5), rejoining *Morning Glory* at Antigua Sail Week (April 25-May 1). Both boats will then do the Bermuda Race (June 18) before immediately shoving off for Ireland to participate in Cork Race Week, one of Disney's favorite venues. Then it's on to the Rolex Maxi Worlds in Puerto Cervo, Sardinia (September 5-12), followed by the Voiles de Saint Tropez Regatta (October 2-9).

The 2005 tour includes the Jamaica Race in February, the Ensenada Race in April, possibly the Coastal Cup in June, and the TransPac in July. (A three-boat maxZ86 class in the TransPac, the original deal with TPYC, looks shaky — but *Pyewacket* and *Morning Glory* will be allowed in regardless, but with 'speed limits'.) After that, who knows — Big Boat Series, Cape Town-Rio, TransAtlantic and Fastnet Race are all being batted around, but these events are pretty far in the future and anything can, and probably will, happen between then and now.

We've barely scratched the surface here, and could write volumes more about all the cool technology and interesting people mentioned. Anyway, you'll be reading much more about *Pyewacket*, and her sistership *Morning Glory*, as they 'canter' into the record books in the coming months.

The revolution has arrived. Chill the champagne — the big cheese is up for grabs!

— latitude/rkm

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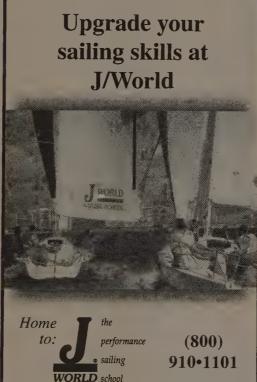
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## FREQUENT

We've been saying for years that sailing relieves stress, recharges your batteries and keeps you young. Now we have proof.

Our request for leads on the "most sailed boats" in Northern California in the November and December issues resulted in a flood of responses — more than almost any other subject in recent memory. Many came with notes to the effect that, "it's about time somebody recognized this guy." Several candidates received multiple nominations.

When we first envisioned this article, we thought it would be about one guy and the Bay's most-sailed boat of all. But almost every nomination came with such an appealing snapshot of the person that we pretty quickly realized there would be no one 'winner.' Instead, we decided to celebrate as many of these folks as we could.

What we didn't expect is that there would be so *many* of them. So let's call this article the first installment of at least a two-part feature.

We chose the first half-dozen 'frequent fliers' primarily on the basis of geography — the guys here sail out of such diverse ports as San Francisco, the South Bay, Marin, the Estuary and Monterey. We also looked at how many times a week or month they went out, and how many years they'd been doing so.

Another trait this particular group shares is that almost none of them race, at least aboard their own boats. Certainly nothing wrong with the competition thing, but a love of racing is different than a love of sailing, and we were looking for what you might call the 'purists.' These six local sailors all fall into that category — they've been out plying our Bay waters regularly for years, for the sheer joy of sailing.

Once we settled on the criteria, it didn't take long for other patterns to emerge among this month's chosen few. For one thing, to sail as often as some of them do, you pretty much have to be retired or at least semi-retired. So many



solitude of having the Bay almost entirely to themselves. Some sail only on weekends. All are convinced that sailing is indispensible for maintaining their mental and physical health.

## Doc Mebine Machree — R Class sloop (40 feet) Corinthian YC

We start this month's feature with Loran 'Doc' Mebine for several reasons: "You can tell what day it is if the orange boat is in its slip," says a fellow CYC member of Doc Mebine's 'Machree.' A few years ago, Doc playfully explained that the boat wears the unusual orange color "so you can't see the rust."

as much a fixture at the Corinthian YC in Tiburon as the familar white house itself. He joined the club in 1940, and still sails the same boat he bought a year earlier. And he sails it more than almost anyone else on our "most sailed" list — he's out every Tuesday, Wednesday and Thursday, except in December, when he flies around the country to visit relatives during the holidays. The funny thing is, he never tried sailing until he was in his 30s. The amazing thing is, Doc turned 90 last year — and he's still out there loving his time on the water.

Mebine came by his nickname legitimately — he was a doctor of optometry before retiring during LBJ's last year in office. A native born Californian, he

#### "Sailing is escapism. It's like running away from home for a while."

are older guys — but certainly not all. Many nominees singlehand, while others seem to invite every man, woman, child and dog within hailing distance. Some sail during the week, enjoying the

he's been sailing the longest, he's been going out regularly the longest, he got the most 'nominations' — and he's been alive the longest.

Doc has been sailing for 60 years. He's

### **FLIERS**



graduated from UC Berkeley in 1936 and the next year hired on with an optometry firm in Sacramento. He used to walk to work and one day, while passing a newsstand, a copy of *Rudder* magazine caught his eye. "I was fascinated by the articles and drawings," he remembers. So he informed his new wife that he was going to get a boat and learn to sail.

But first he had to get nearer to the Bay. He quit the Sacramento job and eventually landed in an office in San Francisco. Then he went down to the yacht harbor and met "a so-called expert" who matched him with an old 24-ft gaffrigged sloop that to this day, Doc considers "the worst sailing boat in the world. It didn't sail fast enough to even tack!"

Three or four years later, Doc got word of an estate auction in Southern California that included an engineless 42-ft sailboat named *Machree*. He borrowed money from all his friends and won the auction with only \$50 to spare. Although intimidated by the jump in size, Doc soon discovered *this* boat was the opposite of the one he'd been struggling with. "She sails herself," he says of the 1918 R-Class sloop. And they're still sailing together.

Although Doc hasn't raced in years, he was persuaded to participate in the active R-boat fleet on the Bay in the early

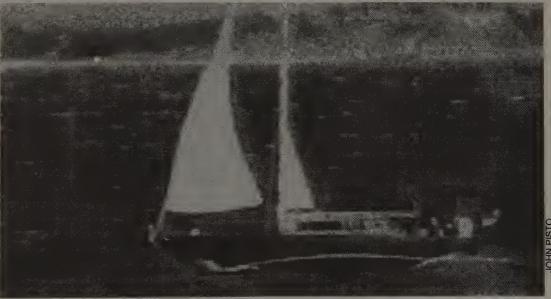
Doc used to go out solo and stay out all day. Now he sails with a revolving crew, including Irving Wasserman and other friends - as well as people he's just met and invites along. The usual routine is to depart the dock around 11 a.m. and return mid-afternoon. As far as the float plan, during these winter days he says, "I just go where the hell the wind blows." Doc loves sailing yearround, although he feels winter is often the best time to take guests out "because they usually don't get wet." And speaking of wet, the only thing that will keep Machree at the dock in the middle of the week is rain.

Doc also enjoys the serenity of the Bay in mid-week, when his only sailing company might be a few of the other guys listed on these pages. In the old days, he says, even the weekends were like that — "you knew every boat out there and most of the skippers," he says. "Nowadays the boats are all plastic and look alike."

"I go sailing because it makes me feel good," he says. "It makes me feel like singing. I can't sing, so I sail!"

## Sandy Cooke Thunderhead — Hinkley Bermuda 40 Monterey

Sandy is probably the 'sailing-est' owner of our group, averaging four to five days a week of sailing from December through April. The other six months of



Left, Sandy Cooke. Above, 'Thunderhead' reefed down and booking in a 40-knot day on Monterey Bay.

years. He feels it was valuable experience. "Racing is important if you want to get the most out of any boat," he notes. "After that, if you want to relax, then just sail for fun."

the year, the 48-year-old is 'home' in Massachusetts working as a financial officer for a real estate firm.

Cooke grew up in Illinois. He spent summers with a grandmother in Gloucester, Massachusetts. She's the one who signed him up for sailing lessons—and he's never quite forgiven her.

## **FREQUENT**

"We sailed dinghies called Turnabouts, and it was this weird military-type training," he recalls. "When the small craft warnings went up, they'd send us out to practice jibing." And there was no staying home when it was gnarly out there. One time when Sandy tried it, the instructor walked a short distance over from the club, into the house, grabbed him by the arm and brought him back for a lesson. This went on, six days a week, all summer. Pretty harsh stuff for a 9-year-old.

The 'forced labor' had two results: 1) Sandy became fearless in almost any kind of weather, and 2) By the time he was 15 and had a say in the matter, he swore he would never sail again.

But he did. By the time he was in his early 20s, he was delivering big boats up and down the East Coast, racking up more than 100,000 miles in only a few years. Then he bought a boat, sold it, bought an old Pearson Vanguard. Sold that, and got *Thunderhead* in 1981. At the time, he was still living back east.

In the early '80s, Sandy was in a car accident that left him a paraplegic. As part of his recovery, he started flying out to Monterey for acupuncture treatments. He liked the area so much that he had the boat trucked out in December of 1994. Now he divides his time between coasts — and gets in lots of sailing.

Most of the time, *Thunderhead* leaves the dock around 12:30 p.m. and returns around 4 or 5 — fair weather or foul. In fact, Cooke says he and his usual crew, which includes George Leonard, Scott Johnson and Jay Burris (though not all at the same time) actually prefer the rough stuff. They've been out in 50 knots and 20+ foot waves, reefed to the gills and loving it.

On more sedate days, Sandy will invite anyone along, even complete strangers. "We rarely go out without four or five

people aboard," he notes. Cooke always steers (from a specially built seat that locks at different angles). The only thing that will keep *Thunderhead* tied to the dock is *really* heavy rain — although if it's dry when they depart and *then* starts raining, they'll stay out.

Sandy says they've never had any serious breakage on the boat, because the other thing they do all the time is maintenance and replacement of worn gear. "We go through a set of sails about every four years," he notes.

In all these years and all those miles, he's never joined a yacht club because "they don't sail enough" he says. He's also never raced. Well, okay, once back in 1984, when they had a big 25th anniversary rendezvous and race for Hinckleys, he did enter *Thunderhead* in the round-the-island race off Southwest Harbor, Maine. "We won by three or four minutes over the second boat," he says.

What keeps him coming back day after day?

"I love the Monterey Canyon. It's full of porpoises and other marine life. And when I'm out there, if I have any stress, it eliminates it. Tension disappears, and I always find an amazing inner peace."

## Richard Leeds Grand Jete — Pearson 30 Pier 39

R i c h a r d seems to be the early bird of our group. He climbs aboard his bicycle, "knocks off a few errands" and get to the boat before 8





shortly thereafter on a typical day, he'll get a couple of hours of solo sailing in and have the boat back in her slip and cleaned up by the time most of us are taking our first coffee break.

A three-day-a-week dentist, Richard, 58, is the original owner of *Grand Jete* (Pearson 30 #1044), which is named in honor of his ballerina wife Sharonjean. ("Grand jete" means "big leap.") He started out at Pier 39 in 1978, then in 1982 "won the lottery" and scored a slip in the San Francisco Marina. A carefully kept log recently revealed he had sailed more than 1,000 days during the last 25 years, more than half of them solo.

Aside from an upgrade to diesel from the original Atomic Four, *Grand Jete* remains pretty 'stock.' A new set of Pineapple sails will soon replace the worn out set. Leeds says he resisted repainting the boat for a long time, even after the gelcoat became faded and blotchy. But when he saw a dark blue mix that Bayside Boatworks called "Hinckley Blue," well, that was it. Now resplendent in her shiny new topsides, Leeds rarely misses a chance to tease best friend (and Hinckley maven) John Carapiet about how he's "turned my Pearson into a Hinckley."

Like most of the others on this list,



Best of both worlds — Einer Elbeck works full time and still sails once or twice a week.

Richard has not done a lot of racing. A handful of beer can series and a few shorthanded offshore events are about it. His 'swan song' was the '98 Doublehanded Farallones Race where he took third in class and won a couple of really nice Polartec jackets.

## Einer Elbeck Sunshine — Norwest 33 Marina Village

Einer earned his place here the hard way — he not only sails once or twice a week, he also holds down a full-time job. He and his brother run American Cylinder Head in Alameda, which they founded in 1973.

The Elbeck brothers could hardly be more 'native' Northern Californians: they were born and raised on a working chicken farm in Petaluma. No stranger to hard work, Einer nevertheless says "I couldn't wait until I was 18 and could get out of there."

He got his first boat, and his first sailing lesson, in 1977. "I wanted to try sailing, so I looked around and found a Columbia 28. As part of the deal, I said, 'Look, you've got to give me somebody

who knows what they're doing.' So I got this experienced woman who would go out with me in various conditions and show me the ropes. She was very good, and I learned a lot from her."

As Einer learned more about sailing, he also learned that the little Columbia was not holding up as well as he'd like — among other things, it developed nasty cracks where there shouldn't be any. He started looking around for a stronger, better-built boat, and soon found her in Sunshine, which he purchased in 1980.

The Norwest 33s are a Chuck Burns design. Between 1978 and 1981, 20 of them were built here in the Bay Area. *Sunshine* is hull #14.

For 11 months of the year, Einer, 62, sails at least once and sometimes twice a week, most often on weekends. (January is 'maintenance month' for the boat, so he usually only gets out a couple of times during that month.) He usually singlehands, but often goes out with friends.

Is his business partner brother part of the crew? "No," he laughs. "He's at the other end of the spectrum — he's got one of those stinkpots!"

And just what's the attraction of going out so often? "I just love it," he says.

"And I haven't got enough yet."

Dave Paxton
Pax — Cal 2-27
Marina Village

"There's someone older than me out there?" exclaims 81-year-old Dave Paxton when we told him about Doc Mebine. "That's hard to believe!"

Paxton grew up on a dairy farm near Merced. When he declared he wanted to learn to sail, his father humored him by letting him hammer two railroad ties together for the boat, and Mom donated a sheet for a sail. Enthusiasm barely dimmed (he still considers this his first boat), it wasn't until years later that he convinced his wife to let him and a friend build a 15-ft Sunboat . . . in the dining room. "It just made it out the door if you tipped it on its side," he laughs. He learned to sail that boat on Lake Yosemite, well enough to eventually bring home a class championship. Later, he got a Mercury and also took home a Nationals trophy in that fleet. "That's the one I'm most proud of," he says.

Then there was the 21-ft Caranita that he and his boys would spend a couple of months aboard in the Delta every year, and the Cal 24 that they used to explore much of the Bay and — transporting the boat by trailer — the Pacific Northwest.

Dave has had *Pax* (which is both a play on his name and a dairy term) for 13 years now, and gets out at least once a week. When he's not sailing, he's often down at the boat keeping busy with other

projects. His usual itinerary is to leave the dock at 10 a.m. and "come home with the wind" by about 3. Sometimes he stays in "the old men's playpen" (the Estuary) and sometimes he'll venture out into the Bay. He almost always goes solo.



David Paxton.

"I sail because it makes me feel good," he says. "It's such a nice feeling when you shut the engine off, feel the wind and hear that nice bubbling sound the boat makes."

If the name sounds familiar, yes, Dave is the father of Greg and Fred Paxton, and grandfather of Will Paxton (Fred's son) — all of whom are high-level racers whose names have appeared often in this

## FREQUENT FLIERS



Luther Ismirian (inset) and the International Folkboat 'Summertime' have sailed the Bay together for more than 30 years.

magazine. Dave admits to being as proud of "some interesting local and national championships my boys have attained" as he is of any of his own.

When Dave isn't sailing his big boat, these days he can often be found sailing his little one. A few years ago, he and Greg got radio-controlled Lasers, and soon became regular members of the local model boat 'fleet.'

## Luther Ismirian Summertime — Int'l Folkboat Coyote Point

There were several nominations from this South Bay port, but we picked Luther because he customarily sails his boat into the slip — and sometimes out — without using the outboard.

"She knows her way back to the barn," he says by way of explanation.

Ismirian, 59, is a San Mateo native

who first started sailing by conning a college friend into taking me out on his family's boat." The first boat he owned was a Venture 21. Summertime

is just his second boat. He bought her new in 1971.

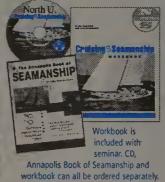
Luther shares his avocation — as well as his vocation — with his brother Bob. "I often crew for him on races on his Olson 911-S *Jane Doe*," he says. "But he doesn't sail with me as much as he used to. I guess he's tired of getting wet."

Off the water, the brothers run Ismirian Roofing and Sheetmetal, a business their grandfather started in 1924.

Ismirian does most of his sailing singlehanded, and on weekends. He'll typically head out at mid-morning and basically head for wherever there's wind, returning around 4 or 5 p.m.

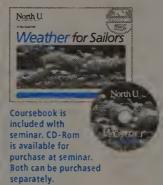
"Sailing is escapism to me," says Luther. "It's like running away from home for a while. It's relaxing out there, and you're not bothered by anybody. It's a short vacation."





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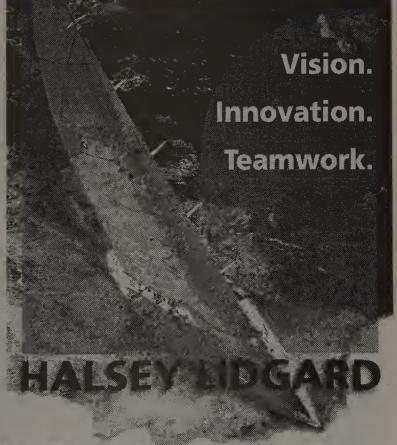
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## **CORINTHIAN YC MIDWINTERS**

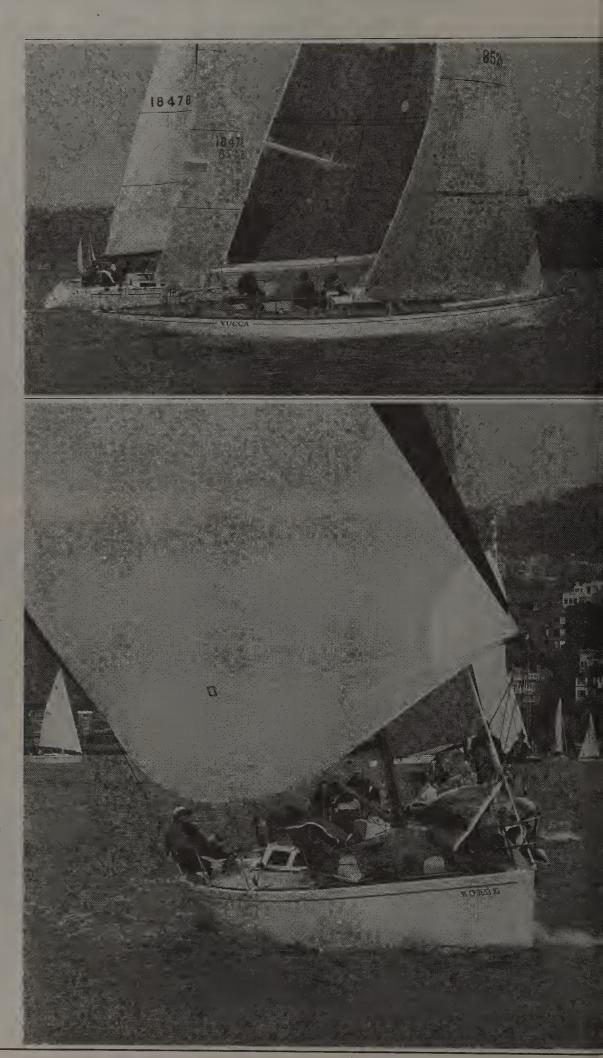
Corinthian YC's popular midwinter series, held on January 16-17, exceeded all expectations, with 132 boats participating in what was easily the biggest and best midwinter regatta this season. The huge turnout was particularly gratifying considering that the four-race series, which continues and ends on February 14-15, somehow managed to conflict with at least five other midwinters this year (EYC, OYC, SCYC, SFYC, and BYC), as well as two three-day weekends (MLK Day, and Valentine's Day/Presidents' Day).

"Initially, we were concerned no one would come," said CYC Rear Commodore John Warren. "But everything worked out — the tumout, the weather, the racing, the socializing. . . It was sooo much fun, certainly one of our best midwinters ever!"

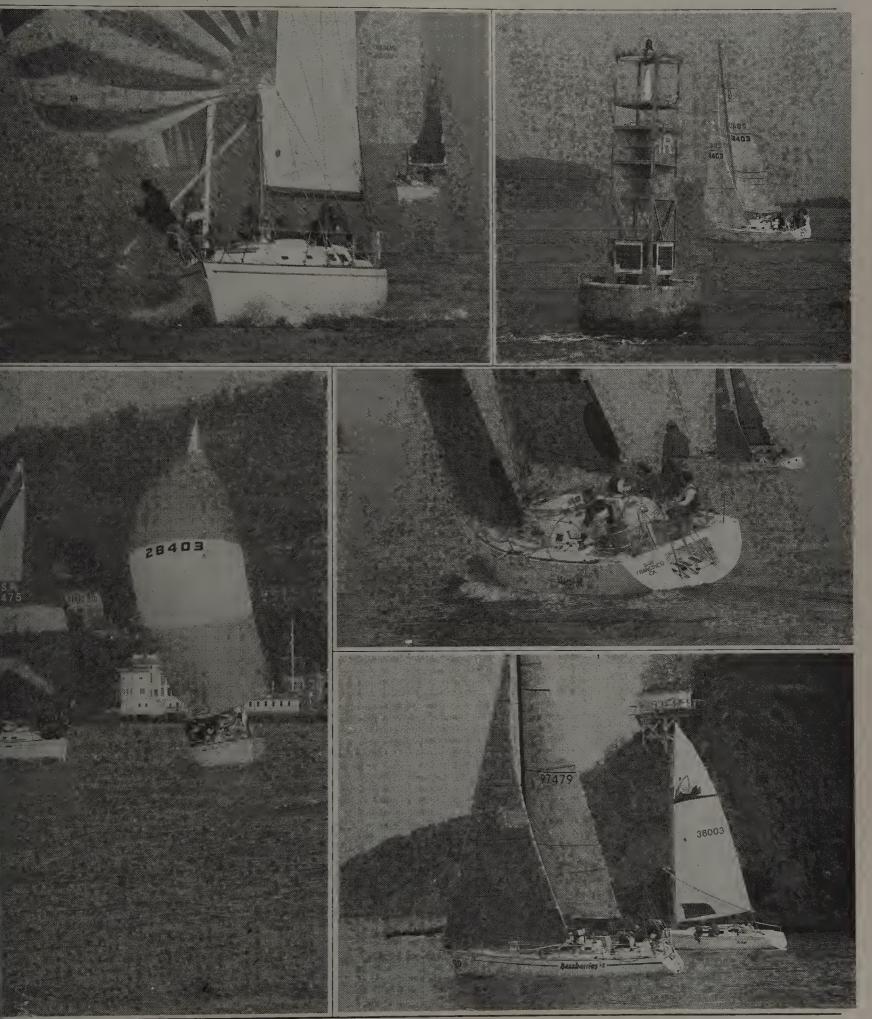
The sunny and mild weather, of course, was key. With gigantic ebb currents running through Raccoon Strait each day, the race committee elected to flush the fleet into the Central Bay and hoped they'd reappear at some point before the 5 p.m. time limit. On Saturday, given a light and shifty northwesterly wind, the courses were perhaps overly conservative - Yellow Bluff, Harding Rock, Elephant Rock, finish for the big boats, with an even shorter course for the smaller boats. Blue Chip, Walt Logan's for-sale Farr 40, finished the 5-mile course in 55 minutes — just moments after the last of the 10 starts occurred.

With everyone safely back at the dock, the shoreside festivities began with a keg of beer courtesy of the Grand Prix Sailing Academy - which also sent all three of their 1D-35s into the fray that weekend. Videos of the day's racing were played, daily trophies (the traditional CYC-logo'ed cocktail glasses) were distributed, almost all of the 288 nifty regatta T-shirts were sold, and the bar broke - or certainly came close to - the one-day record for adult beverages sold. The happy crowd eventually moved upstairs to the elegant ballroom for a soldout Mexican buffet, and then danced and partied into the evening to the music of

Corinthian spirit, clockwise from upper left—old ('Yucca') vs. new ('Expeditious'); the Peterson 34 'California Gold' in mid-jibe; 'Summer and Smoke' and some serious ebb at Harding Rock; 'Mistrai', the winning Beneteau 36.7; 'Razzberries' and 'Slikye' re-enter Raccoon Strait; 'Golden Moon', left, leads the Express 37s and Benny 36.7s off the starting line. All photos 'Latitude'/jr.

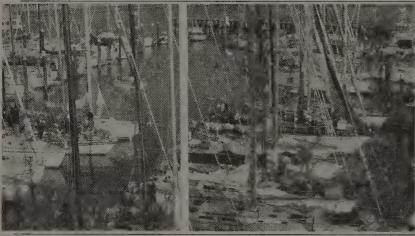


## — FULL HOUSE AND A ROYAL FLUSH



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Corinthian YC Midwinters, from top — The Santana 35 'Breakout' chases sistership 'Shockwave' around Yellow Bluff; 'Great Sensation' rolls over 'Cut Time'; the 72 raters (Express 37s and Benny 36.7s) arrive at Yellow Bluff overlapped; CYC's small harbor was stuffed to capacity.







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CYC Mids, cont'd — Kame Richards ('Golden Moon') standing tall; downwind to Yellow Bluff; Gary Fanger's 1D-35 had a 'Sensational' weekend; 'Jaws' applies the air brakes; 'Youngster' glides around the Elephant Rock turning mark; the steel yawl 'Chimera' was out of her element in the light air; a trio of blue Alerion Expresses ('Diana', 'Polaris' and 'Dream') sailing in their class debut.









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## **CORINTHIAN YC MIDWINTERS**

the Bay Area Blues Society.

On Sunday morning, about 200 people reconvened in the ballroom for Scott Easom's excellent hour-long slideshow about the innovative new *Pyewacket*. Then, it was back out to the race course again, this time in a stronger northwesterly and on longer courses. The varsity boats ran downwind to Blackaller Buoy, reached to Blossom, and then sailed a square beat back to the finish—with an interesting choice of which way to round Angel Island thrown in. Boats that left the island to port—about a quarter of the fleet—probably won't make that mistake again!

When the smoke cleared, five boats had double-bulleted the weekend —*Tiger Beetle* in the new IOR Warhorse division, *Mistral* in the new Beneteau 36.7 division, and *Navigator, Basic Instinct* and



The Soverel 33 'Navigator' is an early candidate for the Best Overall Performance Trophy.

Summerwind in their respective PHRF classes. Navigator, Richard and Bill Melbostad's hot Soverel 33, crushed the 16-boat PHRF-II class with two decisive wins — eaming our completely unofficial vote for best performance of the weekend. Gary Fanger's 1D-35 Sensational, with two deuces in the tough 14-boat PHRF-I class, also deserves mention for a great outing. Corinthian YC's trio of Smogen III, Abigail Morgan and Chica is currently leading the Aotea Team Trophy standings.

he fun continues next month on February 14-15, complete with a special Valentine's Day trophy for the couple with the best results (on the race course) for the weekend. Anyone with a boat, a

PHRF certificate, and \$30 is welcome to join the regatta at the halfway point. Check out www.cyc.org for all the details.

- latitude / rkm

PHRF-I (69 and under) — 1) Sensational, 1D-35, Gary Fanger, 4 points; 2) (tie) Great Sensation, 1D-35, Mario Yovkov, and Blue Chip, Farr 40, Walt Logan, 5; 4) Astra, Farr 40.

Mary Coleman, 9; 5) Mr. Magoo, J/120, Steve Madeira, 12; 6) Chance, J/120, Barry Lewis, 12. (14 hoats)

IÓR WARHORSE — 1) **Tiger Beetle**, N/M 45, Rob Macfarlane, 2 points; 2) **Aleta**, Peterson 46, Keith Brown, 4. (5 boats)

BENETEAU 40.7 — 1) White Dove, Mike Garl, 3 points; 2) Tout Suite, Tim Merrill, 5; 3) Inspired Environments, Timothy Ballard, 7. (6 boats)

EXPRESS 37 — 1) Golden Moon, Kame & Sally Richards, 3 points; 2) Eclipse, Mark Dowdy, 5; 3) Elan, Bill Riess, 5. (5 boats)

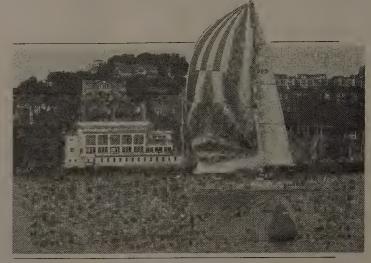
BENETEAU 36.7 — 1) Mistral, Andy Costello, 2 points; 2) Serendipity II, Tom Bruce, 4. (5 boats) J/105 — 1) Frisky, J.T. Hansen, 4 points; 2) Tiburon, Steve Stroub, 7; 3) Joyride, Bill Hoehler, 7; 4) Jabberwocky, Brent Vaughn, 8. (9 boats)

PHRF-II (70-116) — 1) Navigator, Soverel 33, Bill and Richard Melbostad, 2 points; 2) Yucca, 8-Meter, Hank Easom, 6; 3) Psycho Puppy, Melges 24, Dave Holscher, 10; 4) Mintaka, Farr 38, Gerry Brown, 12; 5) Redsky, Olson 34, Brian Boschma, 12; 6) Petard, Farr 36, Keith Brown, 13. (16 boats)

PHRF-III (117-153) — 1) Silkye, WylieCat 30, John Skinner, 4 points; 2) Abigail Morgan, Express 27, Ron Kell, 5; 3) Uno, WylieCat 30, Steve Wonner, 8; 4) Jane Doe, Olson 911-S, Bob Izmirian, 9; 5) Gammon, Tartan Ten, Jeff Hutter, 9; 6) JR, Moore 24, Rich Korman, 15. (16 boats)

PHRF-iii (154-184) — 1) #100, IOD, Jenny Dailey, 3 points; 2) Baleineau, Olson 25, Charlie Brochard, 7; 3) Barking Dog, Olson 25, Jeffrey Kroeber, 7; 4) Chorus, Kettenburg 38, Peter English, 10. (11 boats)

PHRF-V (185 and up) - 1) Summerwind,



The N/M 45 'Tiger Beetle' is leading the IOR Warhorses with two bullets.

O'Day 27, John Arisman, 2 points; 2) Elaine, Santana 22, Pat Broderick, 5; 3) Blitzen, Ranger 22, John Crutcher, 6. (6 boats)

NON-SPINNAKER-I (0-140) — 1) **Basic Instinct**, Elliott 1050, Jan Borjeson, 2 points; 2) (tie) **QE-3**, Tartan Ten, Tom Perot, and **Ganesha**, Sabre 36, Tom Bauch, 7; 4) **Veronese**, Beneteau 47.7, Chris Dawson, 7. (10 boats)

NON-SPINNAKER-II (141-184) — 1) (tie) Smogen III, Custom 36, Julle Le Vicki, and Youngster, IOD, Ron Young, 3 points; 3) Roeboat, Catalina 30, Rod Decker, 7; 4) Windhover, Pearson 10-M, John Dodge, 10. (11 boats)

NON-SPINNAKER-III (185 and up) — 1) **Peer Gynt VI**, Sprinta Sport, Jim Skaar, 3 points; 2) **Raccoon**, Cal 20, Rudiger/Snow, 4; 3) **Chica**, Cal 20, Ted Goldbeck, 5. (9 boats)

ISLANDER 36 (non-spinnaker) — 1) (tie) Four C's, Julian Cohen, and Amante, Frank Mayo, 3 points. (5 boats)

ALERION EXPRESS 28 (non-spinnaker) — 1) **Diana**, John Rittenhouse, 4 points; 2) **Dream**, Kirk

Smith, 4. (5 boats)

KNARR (non-spinnaker) — 1) Gannet, Bob Thalman, 2 points. (1 boat)

AOTEA TEAM TROPHY — 1) Corinthian YC (Smogen III, Abigail Morgan, Chica), 5.32 points; 2) Richmond YC (Summerwind, Silkye, Razzberries), 5.12; 3) San Francisco YC-II (Aquavit, Eclipse, Navigator), 4.73; 4) Sausalito YC (Roeboat, Gammon, Elaine), 4.57; 5) San Francisco YC-I (Youngster, Q, Yucca), 4,43. (9 teams)

#### PAST CYC MIDWINTER WINNERS

Best Overall Performance winner since inception: Aotea Team Trophy Winners since inception: Mischief, Soverel 33, Bill Moore 5150, J/29, Hans Bigall Gruntled Moore 24, Simon Winer San Francisco YC (Re-Quest, Mischief, Corinthian YC (Smogen II, Abigail Mor-Joyride, J/105, Bill Hoehte St. Francis YC (Savoir Faire, Pier 28 2001 Fair Dinkum, Sydney 38, Carl Nelsen Astra, Fair 40, Mary Coleman 1998 Cafe. Conococheague) Corinthian YC (Sockeye, Smogen II, 1999 Yucca 8-Meter Hank Easom San Francisco YC (Expeditious Navi-Best Overall Performance by a Corinthian YC Member since inception.

1998 Sockeye. Sockeye, J/24, Steve Etheridge Baleineau, Ols. 25, Charlie Brochard, Tension II, Cal 20, John Nooteboom Nirvana, Santana 22, Henrik Hartz Basic Instinct, Ell't 1050, J. Borjeson 2001 Corinthian YC (Smogen II, Tension II San Francisco YC (Bella Rosa, Navi-2002 San Francisco YC (Arbitrage, Eclipse, Abigail Morgan, Express 27, Ron Kell

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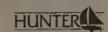
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## Mainship

#### DARIEN DETOUR

After being back in the Bay Area for almost three months, my 11-year-old grandson Seth and I weren't particularly thrilled about resuming the cruising life in Panama aboard our Lagoon 410 catamaran Far Niente. For one thing, cruising can be a lot of work. Secondly, when Seth and I left Panama, we didn't have a very good impression of the country. It didn't help that when we got off the plane

the least of the bargains in Panama City. There's an eight-block-long area in central downtown called 'The Walking Street' where vehicles are prohibited. What it does have are vendors selling all kinds of stuff. The clothes are unbelievably cheap! Really good jeans, shirts, swim

suits and such sell for \$3 each! Bras — more about them later — like those made by Bali, sell for just 49 cents. Yes, 49 cents! After we made quite a few purchases and discovered it only came to \$10, the captain was very happy.

After sailing out to the Perlas Islands and Contadora, which were a lot

of fun, we picked up friends Bob and Marjorie Lambert to head off for the Pacific Coast of the Darien region and the Sambu River of eastern Panama. The Darien is home to one of the most complex jungle/rainforest areas in the world, as it's host to 500 species of trees, 950 species of orchids, 140 species of mammals — including jaguars, ocelots, and howler monkeys — and 800 species of birds. In fact, it's considered to be one of the top ten birding areas in the world. It's also home to four indigenous tribes, some of whom are still hunter-gatherers.

It took us all day to sail from Balboa to the mouth of the Sambu River, partly because we had to go quite a distance off course to avoid fishing lines that had been strung for what seemed like miles. But anything to keep from fouling our

props. We anchored for the night behind Isla Iguana, near the mouth of the Sambu.

The next day

we continued on to the village of La Palma, where the ind i g e n o u s people came to the water's edge to see us and wave. The children — outfitted in underwear if anything at all — jumped out of an unfinished two-story cement building into the water. Then they would shimmy — ouch! — back up the cement columns and do it all over again. They laughed and waved, as excited to see us as we were to see them.

We dinghied ashore and walked up the hill to the one-street village. As we did, three dark-haired, dark-skinned young girls seemed to take a liking to Seth, perhaps because he's tall and has blue eyes. He was so embarrassed that he wanted to hide. But even after we went into a place for a soda, the girls peeked in the window to stare at him. I finally waved them to come over — but they took off giggling. As soon as we were outside again, the three girls were there, too!

Everyone in La Palma was friendly and welcomed us to their village. None's theless, a policeman stopped us and recommended that we check in with the police station for our safety. If we were going to go up into the jungle, the police wanted to see our passports to be sure that we ultimately came out. I wondered if they'd really send in a search party if we didn't return. In any event, it was obvious that we weren't in Mexico anymore.

We soon learned that there are a large number of National Police in the Darien area because Colombians have been coming over the border to sell drugs and kill people just to get food. Times are bad in Colombia, so many poor people are desperate for food. We were assured, however, that we would be safe if we went up the river with a guide. Ironically, we would later discover that our guide was our greatest danger. But the next morning we hired Maximillian to take us up the river in a powered cayuco rather than aboard our catamaran. Not knowing what to expect in terms of currents, tides, shallows, and indigenous people, we decided it was best not to risk our boat.

The Darien is a region of dense tropical rainforest, sandy beaches, rocky

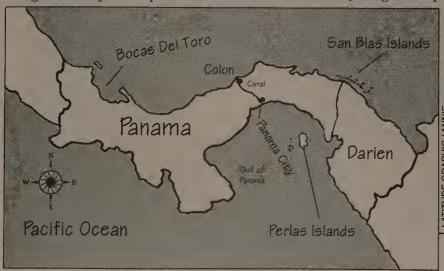


Bob, Seth, and Tina in 1999, as they were about to begin cruising by doing the Baja Ha-Ha aboard 'Far Niente'.

from California, we were shocked by how hot the tropical air was. But having now gotten to know Panama better, and having had an incredible trip into the Darien region, our opinion has changed.

My husband Bob spent the summer on Far Niente in Panama. During our absence, he'd learned much about the country and had really come to enjoy the better areas. He learned that like many countries, Panama has areas that are wealthier, safer and more enjoyable, and areas that are poorer, more dangerous and not so pleasant.

After our return, visiting the new mall in Panama City on Wednesday became a tradition. For one thing, movies, in English, were just \$2/person. But that was



## — PANAMA'S TIMELESS INTERIOR

shores, mangroves and swamps. But it is also home to four indigenous tribes, some of whom live at the water's edge, while others live deep in the jungle. The four groups are the Embera, Choco, Wounaan and the Kuna Indians. Maximillian picked us up at 9 a.m., and

"We were offered a little boy for just \$1."

it took us about 90 minutes of going upriver to reach Boca de Lara, home of the Wounaan.

When we arrived, we saw small children rowing dugout canoes very skillfully. The water was very muddy and there were crocodiles — but the children didn't seem to care or even be aware of the hazard! As at La Palma, they smiled and waved for us to follow them up the

In the Darien, 'dancing topless' is certainly not meant to be provocative. It's simply a cultural tradition in this remote and rarely-visited area. path to the 'negotiating hut'. Along the sides of the path were thatch-roofed huts on stilts but without walls. The only 'furniture' was hammocks. Entire families live in one-room huts, in which they make 'ovens' by filling a box with sand and then burning logs in it. There were children everywhere, only a couple of whom wore clothes.

We had been forewarned not to pick up the babies for two reasons. First, they often have scabies; second, because if you pick up a male child, they are from then on considered useless and the women won't want to take them back! Some Americans pay \$40,000 to go to Russia and adopt a baby. They could have saved \$39,999 by picking up a male baby in the Darien, for we were offered a little boy for \$1.

After climbing a ladder of logs with notches cut out to form steps, we arrived in the communal hut and were greeted by William, their negociator and 'head of tourism'. In the center of the hut was a long rectangular table upon which the



Handicrafts are the principal commodity used for barter and sale to outsiders. For their Intricate baskets, these women prefered cash.

women put their baskets and carvings for sale or trade. These baskets, made of *chunga* palm on the outside and *naguala* plant on the inside, are intricately woven and exceptionally beautiful. Plantbased dyes are used for coloring. The Wounaan have been making these baskets throughout their history, and they are very valuable. Depending on the size, it takes from two weeks to a year to finish a basket. They sell from \$350 to \$1,000 around the world.

They also specialize in carvings made from the ivory-colored *tagua* seed, which is found in the Sambu headwaters. The Wounaan didn't start carving this material until the '80s, but now finish a *tagua* carving in about three days. All are made by hand — there is no electricity in the area — with chisels, knives, and files. Men do most of the carvings.

While on Panama City's Walking Street, we'd purchased five infant outfits and a few bras for \$6, as recommended, to use in trading. While we were able to trade for a couple of the smaller baskets, we had to pay cash for the bigger ones. The women have become somewhat modern in that they now greatly prefer U.S. dollars for their goods. The Wounaan women are tough bargainers. They picked out what stuff of ours they wanted to trade for, but wouldn't let us pick out what we wanted from their stuff! They brought us tagua carvings of turtles, crocodiles, iguanas, and birds rather than baskets — in exchange for our infant clothes and bras.

Trading the bras was hilarious. The women don't wear any tops, and therefore don't know how to wear a bra. When one of the ladies tried to put one on, she had it upside down. Our friend Marjorie had to give her a quick demonstration on how a bra works. When one of the



### DARIEN DETOUR

ladies took my bra, she simply lifted her breast and tried to fit it into one of the cups to get a rough estimate if it fit. Then she asked all the other women if it looked all right. The women gave their approval, so off she went to choose an item she would trade to me. They did all

this in front of everyone, as privacy isn't an issue.

Our 11-year-old grandson Seth was holding his own in this most foreign environment — until the end when the women wanted to perform a tribal dance for us in appreciation of the crafts we'd purchased. As we were watching them dance, one of the ladies came out of the ring and grabbed my hand to pull me into their dancing circle. Then another took Marjorie's hand and pulled her in. We had a great time dancing — a bunch of indigenous topless woman, one indigenous woman sort of wearing a justtraded-for bra, and us two in tops.

When our dance was over, the women ran out and grabbed Seth's hand and tried to get him to dance. He became so embarrassed at all these topless dancing women trying to drag him away that he looked to his grandfather for help. Fi-



Made from 'chunga' palm on the outside and 'naguala' plant on the inside, these intricatelywoven baskets can take a year to complete.

nally he just pulled back and dug in his heels. So it became Bob and Bob's turn. The women were so tiny that both Bobs towered over them - and tried not to look at their uncovered breasts. They later said the women had held onto their butts — but probably only because they were so small they couldn't reach any higher! It really was a genuine National Geographic moment.

As we started our journey with Maximillian back down the river to our boat, he seemed a little tired and unsteady at the helm. But we didn't give it too much thought. However, after about 20 minutes, we suddenly took a sharp turn and headed directly toward the jungle. We first thought Maximillian was taking us in for a close-up view of some-

thing we hadn't yet spotted, but when we looked back he'd fallen asleep! Had we not woken him by yelling, we would have slammed into the shore! He gave us a little smile that tried to say he'd just been playing a joke, but we knew better. That's when we realized that he had been sipping

rum and coke all morning while waiting for us to do our trading with the Indians. Maximillian fell asleep one more time before we got back, so we made a point of keeping him awake.

Once back aboard Far Niente, we said good-bye to our drunken guide and reflected on what a wonderful experience we'd had. We left the Darien region very pleased, and after some more time in the Perlas Islands, returned to Panama City. After having had so much fun in the Darien and at the islands for nearly two weeks, it was hard to return to the ma-

The Darien, Las Perlas, the Canal, the San Blas Islands, Bocas del Toro — for a little country, Panama sure has a lot to offer cruisers. On our way back from the Darien, we even caught a 32-pound wahoo, a great fish for sushi and grilling.

- tina mongrain

#### THE DARIEN -

What could a jungle in what is now Panama have to do with the fall of Scotland? A great deal, it turns out. In the 17th Century, The Scots, trying to play catch-up in the colonialism game, decided that the Isthmus of Darien, now called the Isthmus of Panama, was the best of what was left. So they took half of the available national capital and invested it in 16 ships loaded with about 5,000 Scots, hoping to cash in on the colontalism craze. The first three things they did upon arriving at the steamy and mosquito-infested isthmus was bury the many of their group who had already died, name the region New Caledonia, and proclaim New Edinburgh as the capital, Unfortunately, it was downhill from there. It got so bad that the indigenous Indians took pity and ted the colonial Scots until

#### AND THE FALL OF SCOTLAND

they either died or left. Only 2,000 of the Scots survived to see their cooler homeland — only one of the 16 ships made it back. All the money was lost, cripping Scotland's economy to the extent that Parltament was dissolved, setting the stage for the Act of Union with England in 1701.

Curiously, the extremely affluent Stepford Wife commuter town of Darien. Connecticut, also got its name from Panama's jungles. Originally the city was going to be called Bellville in honor of a state assemblyman, but he objected. A sailor, just back from the Isthmus of Darien suggested they use that name. for just as the tropical Darien was between two oceans, the town in the Northeast was like an isthmus between the bigger towns of Norwalk and Stamford. The citizens went for it.





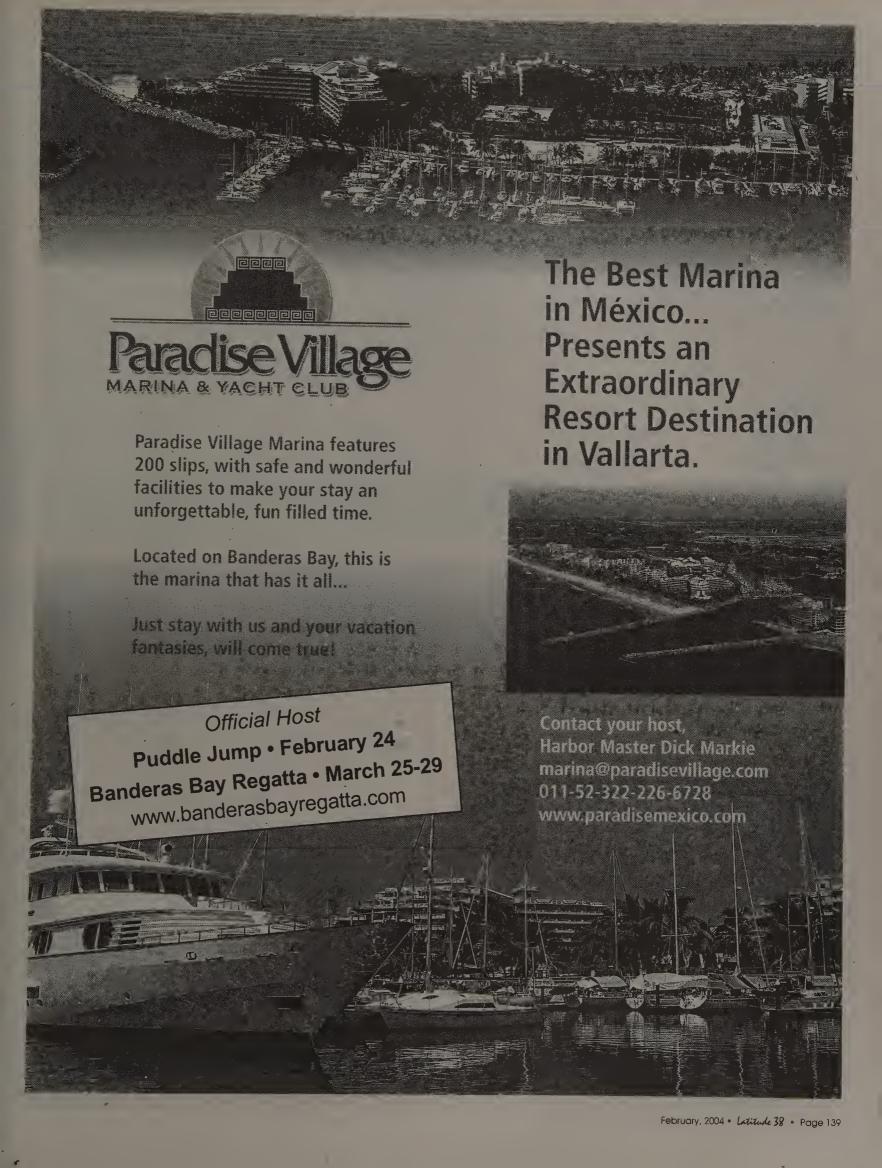


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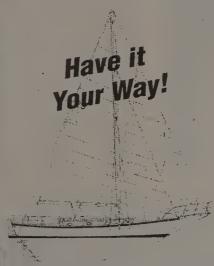




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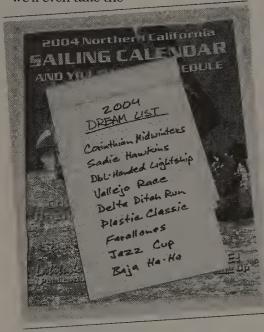
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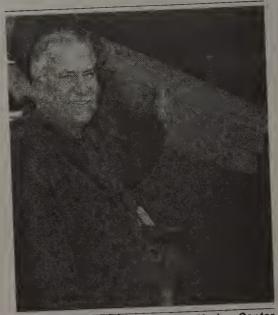
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## **BOATYARD BOOGIE**

In the afterglow of New Year's, we spent some quiet moments last month reflecting on the year ahead. Naturally, a short list of goals and aspirations quickly emerged. Near the top was our desire to do a whole lot more sailing during the coming months. "In fact," we thought, "why not make this the best sailing year of our lives?"

Instead of just talking about doing a full schedule of fun races and weekend cruises, we resolved that this would be the year to maximize our sailing fun. So we picked up a copy of the just-published YRA Master Schedule and scribbled down a list of must-do events, from Friday night beer can races to pilgrimages like the Vallejo Race. And to round out our dream schedule, we then penciled in a summer getaway to the Delta, and weekend trips up the Napa and Petaluma Rivers. "Hey, this is going to be great!" we thought. "Heck, maybe we'll even take the





Cree Partridge of the Berkeley Marine Center shows off some new planking on an old woodle.

boat to Mexico in the fall with the Baja Ha-Ha!" But then reality set in: Wintertime or not, we'd better waste no time in getting our little sloop together.

Although our trusty ol' Ranger 33 is basically ready to sail — this writer is a co-owner with three close friends - she'll need a good deal of maintenance and a few upgrades in order to be competitive in upcoming races and comfortable on overnights.

First on the agenda, of course, is the haulout. Although it's still winter, there are plenty of dry days when almost any kind of work can be done. Having been through the drill countless times before, we plan to fair the bottom, slap on a couple coats of bottom paint, clean up the prop and change the zincs. But just to be sure that we don't forget anything important, we decided to pick the brains of some of the Bay Area's professional boatyard gurus.

"In the interest of keeping the 'briney' on the outside of the hull," says Richard

Maguire of Stone Boat Yard, "it's essential to have all thruhull fittings checked and to service all valves which lead to those thruhulls — not just a quick turn of the valve handle, but taken out, checked and lubed."

"In addition to valves," adds Steve Taft of Bay Ship & Yacht, "don't forget to service hoses. If they fail, you sink!"

Mike Haley of Richmond Boat Works advised, "The cutlass bearing, rudder bearing, shaft and prop should also be inspected."

Maguire agreed, adding, "Wear read-



Allemand Brothers — Allhough brothers John and Flip Allemand will soon be closing up shop for goo J, their repair yard has been a treasure of the Bay Area boating scene for nearly six decades. Operating under the slogan, "Saving boats since 1945," they have built and repaired all soits

As we write this, their doors are still open, but primarily to sell off many years of accumulated "boat goodies" and yard equipment. So drop by and have a look. With a little coaxing, you might even get John and Flip to tell you about the good old days. We bid them a fond farewell.

P.O. Box 24239, San Francisco, CA 94124 phone: (415) 824-8597 fax: (415) 824-8559

Anderson's Boat Yard — Located on Richardson Bay, in the heart of Sausalito's marrina row, this yard services everything from fishing boats to grand prix racing yachts. Bun by a father and somteam.

• Has three Marine Travelilts

- Hauts monohulis up to 100 tons
- Hauls multihulfs up to 25' beam
- Do-it-yourselfers okay on weekends
  37 years under current management
- Chandlery on site
- · Special services: full service yard
- Interesting recent projects: seasonal home to many Farr 40s and other high-end racing

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Bay Ship & Yacht — Located along Richmond's Harbor Channel, this large yard services a wide variety of boats, including commercial.

- Has Marine Travelift.

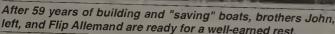
- Hauls monohulls up to 100°, 88 tons
   Hauls multihulls up to 23° beam
   Do-it-yourselfers welcome
   30 years under current management

- Hauls over 600 boats annually
   Chandlery on site
   Special services: sandblasting, certified
- welders, shipwrights and caulking
   Interesting project, renovation of the S/V
  Thayer for the National Park Service

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## GETTING A JUMP ON SPRINGTIME





left, and Flip Allemand are ready for a well-earned rest.

ings on the cutlass and rudder bearings can tell you a lot about those 'odd sounds'. and if the engine needs to be realigned."

Our 'to do' list was growing, but we were eager to do a proper job, so we asked the experts what important tasks are often overlooked?

"Most boat owners simply haul too infrequently," said Bryan Lowe of British Marine, "causing more potential for blisters and other

> problems below the waterline. But the most overlooked part of many boats is their engine cooling and exhaust systems, which cause many engines to prematurely."

"Don't forget about cleaning and waxing the topsides and checking keel bolts," said Mike Haley of Richmond Boat Works.

"Folks often forget about their rigging," said Sean Svendsen

Reinstalling a mast at Anderson's on a sunny January day.

of Svendsen's Boat Works. "It should be inspected for corrosion."

Mike Denman of San Francisco Boat Works made the point that, "While you're hauled out, it's an ideal time to have an insurance survey done and to get your engine serviced.'



Engine expert Bryan Lowe of British Marine is one of many hands-on boatyard owners on the Bay.

Hmmm. . . good idea. At this point we were onto page three of our 'To Do' list, but these were all worthwhile sugges-

Paul Kaplan of KKMl noted, "lt's preferrable to do the annual mechanical service before we haul the boat. If there are problems with the engine they may be more easily resolved once the boat is hauled as opposed to learning of the problem after the boat has just been painted and launched."

With our job list sketched out, we were

eager to get started. But we were reminded that boaters - especially do-ityourselfers - can waste a lot of valuable time if they don't have a clearly pri-

Bayside Boat Works — Located on Richardson Bay adjacent to the Arques Marina, this yard's heavy-duty railways often bring it jobs that most other yards can't handle.

- Has five railways.
- · Hauls monohulls up to 120', 200 tons
- · Hauls multihulls up to 30' beam.
- No do-it-yourselfers
- 15 years under current managementHauls approx. 100 boats annually
- No chandlery on site (but nearby)
- Special services: wood, aluminum & steel repairs; fiberglass gel coat repair
- Interesting recent project: partial refit of 120' Feadship

2360 Marinship Way Sausalito, CA 94965 phone: (415) 332-5744 fax (415) 332-0938

Berkeley Marine Center - Surrounded by park lands and abbutting the huge Berkeley Marina and the OCSC sailing school, this yard's location is truly unique.

- Has Marine Travelift
- . Hauls monohulls up to 25 tons
- Do-it-yourselfers welcome
- 4 years under current management
- . Hauls approx. 650 boats annually
- Chandlery on site
- Special services: consulting on boat projects
- · Interesting recent project: complete new stem in 1937 Alden ketch

#1 Spinnaker Way Berkeley, CA 94710 phone: (510) 843-8195 fax: (510) 843-8197 email: info@berkeleymarine.com website: www.berkeleymarine.com

British Marine - Located on the Oakland Estuary, opposite Coast Guard Island, this yard is adjacent to a picture sque Victorian business park and the famous Quinn's Lighthouse Restaurant.

- Has Marine Travelift
- · Hauls monohulls up to 30 tons
- Hauls multihulls up to 16' beam
- No do-it-yourselfers
- 17 years under current management
- · Hauls approx. 80 boats annually
- No chandlery on site (but nearby)
- Special services: engine repair/replacement; Authorized Perkins Master dealer.
  - Interesting projects: "They're all interesting."

#11 Embarcadero Cove, Oakland, CA 94606 phone: (800) 400-2757 or (510) 534-2757 fax: (510) 534-2788

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## **BOATYARD BOOGIE**

oritized game plan. An important part of that process is anticipating what tools and materials you'll need and, in some

Mariner Boat Yard's Peter Van Inwegen.

cases, purchasing special items ahead

During our little brain-picking exer-



"If it floats, we'll fix it," says Steve Taft of Bay Ship & Yacht.

cise, we learned that many Bay Area vards have chandleries on site which claim to offer prices on paint and other

materials that are competitive with, or in some cases cheaper than, the big marine supply facilities. While not many yards discount haulouts during the winter — as fixed costs do not change - hauling in the 'offseason' means yards will be much less congested. And, because the workload of yard employees is less hectic, you'll probably be able to get your hired-out tasks completed faster than in spring or sum-

If you intend to do your own work, it's important not to get in over your head. Set





Brothers Tom and Dan Giovannoni now own Napa Valley Marina and boatyard, which was founded by their dad and uncle.

KKMI — Located on Rishmond's Hattor Channel, this recently-refurbished yard has a reputation for servicing high-profile racing yachts, but it welcomes all boat types.

- Marine Travelift
- · Hauls monohulis up to 100", 88 tons
- \* Hauls multihulls up to 20'6" beam
- Do-it-yourselfers welcome
- · 8 years under current management
- Hauls over 1,2 boats annually
   Large chandlery on site
- Special services: full service yard, authorized service center for several yacht builders; inside production space for yachts to 100° Swan.
- Interesting projects: Oracle/BMW & Alinghi. based there last summer

530 West Cutting Blvd., Pt Richmond, CA 94804 phone: (510) 235-5564 fax: (510) 235-4664 email: yard@kkmi.com

Mariner Boat Yard — Located on the Alameda Estuary in the Grand Marina complex, with a va-riety of other marine businesses on site. • Has Marine Travelift

- Hauls monohulls up to 60', 65 tons
  Hauls multihulls up to 16.5' beam

- No do-it-yoursellers
  20 years under current mariagement

- Hauls approx 1,600 hoats annually
   No chandlery on site (but nearby)
   Special services full service yard, including woodwork, mechanical, gel coat, LPU paint and Supercoat bottom jobs; World Cat and Honda

2021 Alaska Packer Piace, Alameda, CA 94501 phone: (510) 521-6100 fax: (510) 521-3684 email: pete@marinerboatyard.com website, www.marinerboatyard.com

Napa Valley Marina — Uniquely located up the Napa River in the heart of the wine country. Boasts surmier climate. Multihull haulouts are a

- Has five railways, hydraulic trailer & Travelift
   Hauls monohulls up to 65'
- Hauls multihulls up to 73' x 32' beam
  Do-it-yourselfers welcome
- 20+ years under current management
  Chandlery on site
- · Special services: "We can replank it, rebed It, rebuild it, reglass it, repower it, repaint it, repack it, replumb it, or just make it fit into a
- Interesting recent project: restored Francis. Ford Coppola's gunboat from Apocalypse Now

1200 Milton Road, Napa, CA 94559 phone: (707) 252-8011 tax: (707) 252-0851 email: info@napavalleymarina.com website, www.napavalleymarina.com

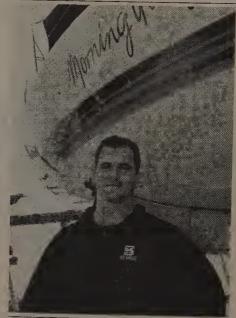
# GETTING A JUMP ON SPRINGTIME

realistic goals and remember that Murphy's Law applies to boats when out of the water, just as it does when they're

ike many sailors, we always love poking around in boatyards, not only because we invariably learn a thing or two about proper maintenance, but because viewing all the various hull types out of water gives us fascinating insights into the evolution of boat designs. In a typical Bay Area yard, you're likely to find a wide range of sailing craft: plastic classics, complex renovation projects, homebuilt contraptions, cutting-edge racing machines and bulletproof full-keelers capable of taking on the worst of Neptune's furies. One extremely



Typical of many career 'boatyard guys', Mike Haley came up through the ranks and eventually bought Richmond Boat Works.



Tom Anderson works alongside his dad, Ron, at the family's boatyard in Sausalito.



The head honchos of San Francisco Boat Works: Left to right are owner Mike Denman, Rick Dawson, Bill Melbostad and Craig Page.



Now running Nelson's Marine, Carl Nelson, follows in the footsteps of his well-known father, the late Hal Nelson.

Nelson's Marine - Now located on the west side of Alameda at the former Alameda Naval Air Station, after relocating from the Estuary. Part of Nelson's Marine Complex which is home to a dozen independent marine businesses.

- Has Marine Travelift
   Hauls monohulls up to 65'
   Hauls multihulls up to 17' beam
   Do-it-yourselfers welcome
- 20 years under current management
- Hauls approx. 800 boats annually
- Large chandlery on siteSpecial services: Full service boatyard; massive indoor workspace; dealer for Sydney and Bavaria yachts, and Hunter trailerables

1500 Ferry Pt, Alameda Pt, Alameda, CA 94501 phone:(510) 814-1858 fax: (510) 769-0815 email: carl@nelsonsmanne.com website: www.nelsonsmanne.com

Richmond Boat Works — Located on Richmond's Harbor Channel Established in the 1920s, this is the Bay Area's second oldest

- Has marine railway
- . Haul monohulls up to 20 tons
- No multihulls
- No do-it-yourselfers

- 25+ years under current management
  Hauls over 100 boats annually
  No onsight chandlery (3 nearby)
  Special services: known for expertise in diesel engine repair and maintenance; hauling older
- wooden boats is a specialty.
   Interesting recent projects: complete Interior restoration of 40° Owens: major refit of C&C. 33, including diesel repower and LPU paint

616 W. Cutting Blvd., Richmond, CA 94804 phone: (510) 232-5800 (ax: (510) 232-5914 email: rbworks@sonic.com

San Francisco Boat Works — Located on two acres of waterfront south of the Giant's ballpark, this is The City's principal yard (adjacent to The Ramp, "the last of the waterfront dives").

- Has two Marine Travelifts
   Hauls monohulls up to 40 tons
- Hauls power cals up to 16 beam
  Do-it-yourselfers welcome
- 18 years under current management
   Hauls over 700 boats annually
   Chandlery on site

- Special services: diesel & gas engine service; also outboard service (Johnson/Evinrude & Yanmar dealership)
- Interesting recent projects: Bertram 31 re-power, total refit of classic Tollycraft

895 China Basin St., San Francisco, CA 94107 phone: (415) 626-3275 fax: (415) 626-9172 email: sfboatworks@yahoo.com website: www.sfboatworks.com

# **BOATYARD BOOGIE**

ambitious rebuild project soon to be in the works is that of the deep-keeled wooden sloop *Verity*, now lying at the Berkeley Marine Center. She is said to have won the 1957 Fastnet Race. Like so many other similar crusades, her stemto-stern refit will require specialized know-how and untold hours of meticulous work.

Speaking of fine craftsmanship, we should mention that several yards in operation today have remark-

able histories. Alameda's Stone Boat Yard (although it has changed locations) was established 151 years ago — the oldest in the region. In decades past a long list of thoroughbred wooden yachts were produced there, some of which are Master Mariner showstoppers today. These days, in addition to repair and maintenance work, that yard produces a line a varnished-hulled, wooden runabouts. Other yards also have long and colorful histories, such as Richmond Boat Works,



Stone Boat Yard's manager Richard Maquire stands beside a new Chris Craft runabout — that brand is now sold on site.

which was established in the 1920s, and is the oldest privately-owned business in that city. Back in the 1930s, when the Boat Works primarily built wooden sailboats, the original El Toro was laid up on the same shop floor that exists today. For many decades, the railways of what is now Bayside Boatworks in Sausalito have also catered to a wide range of historic local craft — if only those old rails could talk.

Another thing we like about poking

around boatyards is having an excuse to hang out with the salty characters who are drawn to boat work. In fact, when we're in do-it-yourself mode, one of the biggest impediments to completing a quick haulout is that we tend to get hung up jawboning with the old pros

Stone Boat Yard — Located on the Alameda Estuary. Although moved from it's original location, this yard has been in operation for 151 years. In addition to sailboat repair, it does commercial work and builds classically-inspired wooden runabouts.

- · Has rallway & Marine Travelift
- Hauls monohulfs up to 120', 400 tons
- · Hauls multihulls up to 17' beam
- No do-it-yourseiters
- 4 years under current management
- · Hauls approx. 90 boats annually
- No chandlery on site (but nearby)
- Special services: teak decking, wooden boatbuilding and repairs; Chris Craft dealer
- Interesting recent project: building of 36-ft runabout with varnished mahogany hull

2517 Blanding Ave., Alameda, CA 94501 phone: (510) 523-3030 fax (510) 328-3332 email: richardsby@mindspring.com



# GETTING A JUMP ON SPRINGTIME

- every boatyard has some. As you may have read in this month's Sightings, two of the saltiest, John and Flip Allemand will soon be closing their doors, after 59 years of building and "saving" all sorts of boats.

Boatyard folks tend to be dedicated

Svendsen's - Located on the Alameda Estuary in the Alameda Marina complex with a variety of marine businesses. Operated by a father

- Has two Travelifts and an elevator platform
- . Hauls monohulls up to 70', 60 tons
- Hauls hultihulls up to 20' beam
- . Do it yourselfers are welcome
- 40 years under current management
- . Hauls approx. 1,000 boats annually

email: info@svendsens.com

- Large chandlery on site
   Special services: complete wood & fiberglass repairs; full-service rigging shop; metal fabrication; and engine repairs
- Interesting recent projects: new Nordic folkboat & new 90-ft sampan

1851 Clement Ave., Alameda, CA 94501 phone: (510) 522-2886 chandlery: (510) 521-8454 fax: (510) 522-0870



Svendsen's yard manager Ray Ronquillo sees it all — Chinese junks, Russian expedition vessels, you name it.

guys who not only love boats and boating, but also love the challenge of the work, as every job is a little different from the next. "It's an extremely diverse business," said Svend Svendsen. "One minute you're repairing racing damage to the hull of a J/105, and the next minute you're laying new teak deck or repairing a classic Chinese junk!"

Boatyard staffers work hard and few

get rich doing it, but they do occasionally have a good laugh. One of our favorite anecdotes comes from Napa Valley Marina boatyard): "We had a good tenant who was building a 30-ft sailboat in our work area. The project was near completion, but he hadn't yet cut out the ports or hatches. One

night he slept aboard, then locked the companionway. Around noon that day, someone walking past the boat heard yelling from inside. Apparently the tenant had forgotten that his wife was on board!"

Then there was the British Marine customer who called shortly after his engine repair was completed. "He tried to blame us for his drifting onto the rocks. Turned out the engine was fine





# **BOATYARD BOOGIE**

but his fuel tank was empty!"

umulatively, the 14 yards listed here can haul just about any sort of pleasure craft imaginable, from veteran America's Cup boats to vintage wooden schooners and square riggers. The pool of knowledge and experience found in our local yards is truly impressive. Not only can you find plenty of guys who are technically savvy about complicated modern procedures like blister repairing and LPU painting, but there are still old-style craftsmen around who know the proper techniques for sistering wooden frames, steam-bending planks and caulking seams. You can also find both gas and diesel engine experts who can nurse a few more years out of your ailing 'iron jib' or replace it with a brand new one. Many yards have on-site rigging, metal fabricating and woodworking shops where they can custom-make just about any fitting or accessory you could think of.

Since prices for waterfront property have never been higher, and environmental regulations have never been more se-



When it comes time to haul older wooden vessels, railways are the only way to go. Here, the massive wooden trawler 'Mareva' is hauled for a bottom job and rudder work at Bayside Boat Works.

vere, it's hard to imagine that any additional boatyards will ever be built in the Bay Area. So thank heaven for those that still do exist.

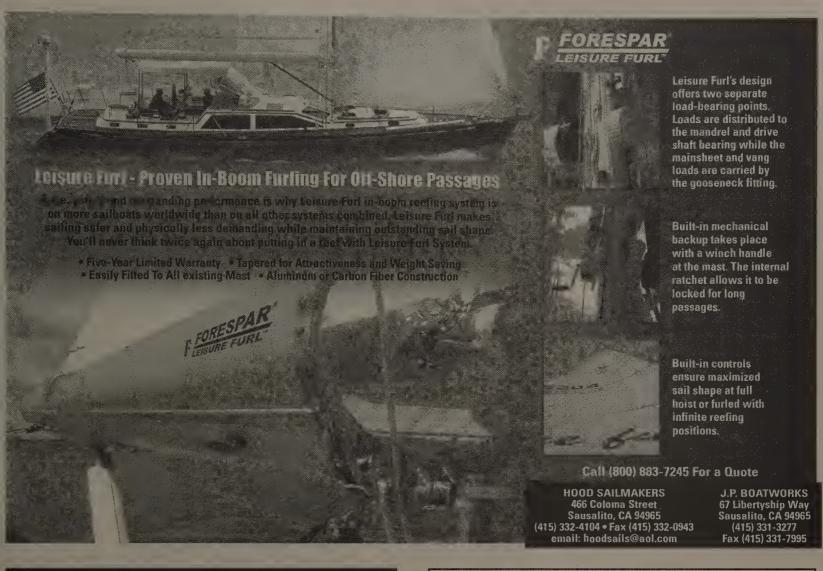
Now that we've got our haulout game

plan organized, we're anxious to dive in and get it over with as soon as the next weather window allows. We suggest you do the same — with any luck, you could be ready for the season earlier than ever.

— latitude/aet

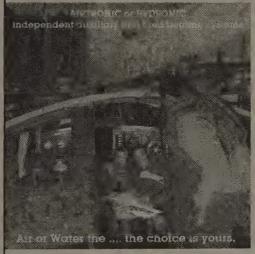








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### MAX EBB

Too bad about the weather," I said to Lee Helm as she walked down the dock toward my boat lugging a large ice chest behind her.

"I'm cool with it," she answered. "Sun will come out before we get to the island, according to the latest weather radar image."

I was trying to be conciliatory, because by all appearances it looked as if Lee's big day with her gang of friends on my boat would be rained out.

This is one of the schemes I've come up with over the years to keep young and talented crew involved in my not-all-that-exciting racing program. They get what amounts to a free private charter — and if they're good sailors, I don't even go with them. But the forecast was for rain, and the overcast sky looked ready to comply.

"I'm surprised you didn't want to reschedule," I said as I helped her get the ice chest on board. "We could have found another weekend for this expedition."

"No way, Max. It's way too hard to get all my friends' schedules to sync. But like, I knew from last weekend that the probability was better than point five that it would be a good day today."

"How did you know that?"

"The six-day method," she responded, as if she expected me to know what she was talking about. But then she realized I had no idea. "It was clear last Sunday, so it will be clear today, six days later," she explained. "There's periodicity in the winter storm systems, so the weather repeats itself every six days. Sort of. I mean, like, it doesn't always work. By

"Hey, it works better than some other 'rhythm methods'," she added.

We heard a whistle from the dock gate, and looked up to see two of Lee's invited crew standing outside. It was already starting to drizzle.

"Hope you know what you're doing, Lee," I said, as she ran back to let the new arrivals through the gate. "The prediction all week has been for a rainy weekend."

Lee's friends didn't seem to be any more optimistic than I'was. The two women, evidently classmates of Lee's, were wearing rain gear and doubtful expressions. And it was camping-style rain gear, not actual foul weather gear, so I was not ready to give them very good odds for surviving the day without regrets.

"You really think this is going to clear up?" asked one of them suspiciously as she eyed the boat before stepping aboard.

"For sure," said Lee, trying to sound bright and optimistic. "Check the latest radar image. Bring your laptop? There's wi-fi in the yacht club, and I think you can get it from inside the cabin on the boat. And like, last Sunday was clear so today will be clear, too."

We all piled below, and while Lee started to stow the snacks and sandwiches, one of the new crew produced a small computer from her backpack and in a couple of minutes we had a broadband connection up and running on my



of the day?" said another one of Lee's guests, a new arrival, as he lowered himself down the hatch. "The last forccast I heard still called for rain, you know."

I thought I recognized him as a regular crew on some other boats in our local races. At least Lee would have one experienced hand on board besides herself.

"No way it's going to rain all day," argued Lee. "The forecast last night said the system was stalled and we'd probably get a sunny day after the morning clouds blow over. But like, the numerical models were in disagreement with each other, so the forecaster decided to let the "chance of showers" forecast stick 'til this morning, even though he didn't really think there was going to be much

### LEE'S FAVORITE WEATHER WEBSITES

Forecast discussion — www.wrh.noaa.gov/ alos/SFO/AFD/SFOAFDMTR

Radar imagery — www.wrh.noaa.gov/radar/ latest/DS.p19r0/si.kmux.shtml

Radar imagery animation — www.erh./ioaa. gov/radar/loop/DS.78ohp/si.kmux.shtml

Commercial reformatted radar Imagery (note: lots of ads) — www.intellicast.com/

Real-time wind field — http://sfports.wr. usgs.gov/cgi-bin/wind/windbin.cgi

Wednesday the official National Weather Service forecast is usually more accurate than the six-day method. But like, for a week in advance it's better than nothing."

She must have seen me roll my eyes.

Tide observation hind-cast — www.co-ops.nos.noaa.gov/coastline.shtml?region=ca

Infrared cloud animation — www.wrh.noaa. gov/satellite/wr4kmiranim.html

Global and regional 6-day forecast models — www.fnmoc.navy.mil/PUBLIC/WXMAP/

Composite satellite imagery and surface analysis — http://lumahai.soest.hawaii.edu/cgi-binsatview.cgi?sat=g10&satregion=hus&channel=ul4&anim=no&size=large

chart table.

"Maybe there's hope," observed one of Lee's friends. "There's some clearing to the northwest."

"You mean there's a chance we won't all end up like drowned rats by the end

# — THE RHYTHM METHOD



Forget that Gene Kelly stuff — singing (or sailing) in the rain is not all that fun.

precip."

"How on earth do you know what the forecaster is thinking?" I asked.

"I found the coolest web page," she answered. "From the Monterey forecast office. Here, take a look."

She dug a piece of paper out of her sea bag and handed IT to me. It was just about the most cryptic thing I had ever read:

A LOOK AT THE 00Z OAK SOUNDING REVEALS WHY THERE WAS NØ CONVECTION ACROSS OUR CWA THIS AFTERNOON. AN INVERSION AT 3500 FEET CAPPED AN UNSTABLE

LAYER BELOW. THE NECESSARY AT-MOSPHERIC TRIGGER WAS NOT AVAILABLE TO BREAK THE INVER-SION AND INITIATE CONVECTION. IT NOW APPEARS THAT TRIGGER

MAY BE AP-PROACHING THE COAST IN THE FORM OF A WEAK SHORTWAVE TROUGH ALOFT. CONVECTION IS APPARENTLY OC-CURRING IN THE CLOUD MASS

JUST OFFSHORE AS THE LIGHT-NING DETECTION NETWORK RE-CENTLY PICKED UP A LIGHTNING STRIKE ABOUT 150 NM W OF THE GOLDEN GATE. THIS SHORTWAVE APPEARS ON SATELLITE AND RADAR TO BE WEAK AND LACKING OF SIGNIFICANT MOISTURE. THUS...DO NOT EXPECT WIDESPREAD RAINFALL ACROSS OUR REGION BUT RATHER SOME SCATTERED SHOWERS. HAVE UPDATED ZONES TO CHANGE WORDING FROM RAIN TO SHOWERS. ALSO ADDED ISOLATED THUNDERSTORMS TO THE NORTH BAY AND AREAS NEAR THE COAST...

Ckay," I said slowly. "Whatever this actually says, it still doesn't sound very favorable to me."

"Whoops, that was from two nights ago," Lee explained. "Last night's discussion — and the weather map — were enough to make me decide not to cancel. And like, this morning the forecasters were saying that it really looked like it was going to clear but they were waiting for one more set of numerical progs before changing the official forecast."

"Plus Lee probably cheated by looking out the window," observed her crew. "Even with the latest detailed forecast there's still a time lag, and you can see things coming before you read them, even on the internet. Although, even looking out the window doesn't always give you the best info."

He went on to explain that there had been a blue patch about an hour ago, but it had quickly filled in with clouds. Lee said that she hadn't seen it, but if she had it would have confirmed that upper-level moisture was low and that the clear window was going to arrive on schedule, with no high clouds to block the sun.

As they debated these points, I discovered that the first two guests, even though they still seemed like landlubbers, could more than hold their own when discussing inversion layers and adiabatic lapse rates — whatever those are.

Then there was a knock on the hatch

and another woman appeared. This one was wearing real foul weather gear and carrying a large seabag.

"Brought my big bag today," she ann o u n c e d unapologetically.

"Since we're in cruise mode."

I didn't recognize her, but it was pretty clear she knew her way around boats, and I made the mental decision to spend

### WEATHERING THE LINGO

Weatherspeak is every bit as confus-ing as sailor jargon to those unfamiliar with it. Here are a few of the more com-mon abbreviations and wordplays used in the forecast discussion at http:// www.wrh.noaa.gov/afos/SFO/AFD/ SFOAFDMIR

AFTN: Afternoon AMP: Amplitude

BOUNDARY LAYER: Layer of reduced wind

near the surface

CNRFC: National River Forecast Center CWA: County Warning Area

**DBZ**: Decibels of radar reflectivity

EGMWF: European computer forecast model

ETA: U.S. computer forecast model EURO: European computer forecast model

GFS: U.S. computer forecast model
GRIDS: Regions used in digital forecast inter-

KLVK: Livermore Airport

KMTR: Monterey Airport

KMUX RADAR: Hadar location on Mt. Umunhum in the Santa Cruz mountains

KOAK: Oakland Airport

KSFO: San Francisco Airport

MRNG: Morning MTR or MRY: Weather office in Monterey OAK SOUNDING: Data from weather balloon launched from KOAK
POPS: Probability of precipitation

LONGWAVE: Large scale waves in pressure.

MOS: Numerical (instead of graphical) forecast

PROG: Prognosis (forecast)

QPF: Quantity of precipitation

RAOB: Radar observation

covering thousands of miles.

MESO: Computer forecast model MESOETA: Computer forecast model

RH: Relative humidity

RIDGE: Elongated high pressure area, associated with good weather \* SATPIX: SateIllite picture

SCA: Small Craft Advisory SHORTWAVE: Small scale disturbance, on the scale of hundreds of miles.

TDA: Today

TROUGH: Elongated low pressure area, asso-

ciated with bad weather

UKMET: Numerical simulation from UK.
Z: "Zulu" time or UTC, subtract 8 to get PST, 7 to get PDT

the day at the yacht club bar while Lee and her guests went out in the rain.

"Is the plan still to have a 'cue' on Angel?" she asked. "I brought some fish to grill."

"That's affirmative," Lee confirmed. "The grills should be dry by then."

"Not likely that we'll find one already fired up, considering the forecast," said the other crew. "Actually my favorite Angel Island strategy is to arrive late, but it only works in the summer."

"In the summer you have to get there before 11 a.m., at the latest, to get a berth," I pointed out.

"Last time I went there," added the crew with the big seabag, "by the time all the guests were assembled the boat didn't get underway 'til noon, and there was no dock space left. We ended up rafting to some other boat that the owner knew, but we never made it ashore to barbeque anything.

"You did it all wrong," he informed her. "The trick is to plan to get to Ayala Cove at about 4 p.m. By then, there are almost always a few empty berths to choose from, since they don't let you stay overnight. Even on a busy midsummer Saturday, this always works. Then when you get to shore, there's bound to be a perfect fire ready to be abandoned by some group that's just finished their

barbecue. I've never seen this fail."

"Sounds like the voice of experience," I said. "I'll confirm that a charcoal fire is always perfect just when there's nothing left to cook on it."

"But wait, there's more," he continued, "The last ferry leaves at something like 5:45, so all the touristas have to head home. Meanwhile, us yachties can stay until sunset, which is hours later in summer. Plenty of time for a walk around the island - and we have it all to ourselves.'

That would have been a much better plan," agreed the other crew. "One time we went skinny-dipping at the clothingoptional beach on the southwest side of the Island — until this troop of Boy Scouts showed up . . . . "

"We'll have to try this again when the chances of good weather are better, and we have more daylight," suggested one of the non-sailors, still not convinced that they really wanted to go sailing in the

"My rule is not to plan any kind of outdoor event before March 15." said her friend.

"Because of the Ides of March?" I asked. No one laughed.

"No, because after March 15 is when the probability of having a good picnic day is more than 50 percent. Not adjusting for improving the probability using Lee's six-day method, that is."

"Is that radar image up yet?" asked the racing crew.

"Not yet," answered the computer owner. "I was sure I had it bookmarked."

"Google on 'radar San Francisco' and it should pop right up."

A few seconds later we were looking at the radar image from the top of 3,486ft. Mt. Umunhum, the second highest peak in the Santa Cruz mountains.

"See?" said Lee. "Big band of clear skies to the northwest."

"But look at that big band of rain com-

ing in first," said the crew. "Let's check the wind field," suggested

the woman with the big seabag. No one remembered the web address for this one either, but a search for 'wind San Francisco' got us there just as fast as the last search.

"Still some east in it," l remarked.
"Not much pressure," said the crew with the racing experience. "But when that front showing on the radar comes through, I think we'll have some action."

dee's crew decided that the wind in the marina was right for sailing out of the berth, so they raised sails, cleared dock lines, and with my help they pushed off, moving slowly down the fairway as the drizzle started to turn into real rain. 1 reminded Lee to run the engine for at least a few minutes sometime during the day to keep the batteries up.

Before I had even made it back to the yacht club porch, there was a flash of light and a huge thunderclap. The sky burst open and I ran for it, making the doorway just before the main deluge hit. It was coming down in buckets, but at least for the moment there didn't seem to be any wind, so I wasn't too worried about my boat. In any case, Lee and at least two of her crew knew what they were doing.

l felt pretty smug, sitting at the bar with a hot drink watching them slowly try to tack out of the harbor with streams of rainwater pouring off the sails.

But then it stopped as suddenly as it started. Fifteen minutes later, the sun poked through a large blue hole and the clouds began to melt away into the remarkably clear air behind the front. It turned out to be one of the best sailing days of the winter.

And I was stuck on land.

- max ebb

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Ballena Isle Marina offers a resort-like setting just minutes from San Francisco and Oakland. Come and take a stroll through acres of tree-lined waterfront. Order room service to your boat from the area's newest restaurant, The Island Light House. Enjoy a game of tennis or browse through the newest boats available. A yacht club and picnic area are also within this beautiful marina.

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# LA DOLCE VITA

We'd forgotten that life could be so sweet.

When we decided to base our *Latitude* 25th Anniversary Cruise out of St. Barth in the French West Indies, we figured we'd have a great time. But we didn't

ALL PHOTOS BY LATITUDE/RICHARD, EXCEPT WHERE NOTED

monthly magazine.

If you've been doing the same thing for many years, we highly recommend a similar sailing sabbatical. For it's easy



part of the magazine from the boat — and thus being able to enjoy six straight weeks on the cat — proved to be nothing more than a dream. There was just too much work to be done. Regretfully, we had to return home after three weeks.

Folks who haven't had a chance to sail in the Caribbean may wonder what the fuss is all about. For starters, it's about nearly perfect sailing conditions. During the winter, there are consistent 10 to 20-knot winds, and what few calms there are don't last long. And it's plenty warm. At night, for example, you sleep on top of a sheet. And you leave the hatch cracked so the soothing trades can caress your naked body. The water is always about 82°, which is ideal for throwing yourself in right after waking up in the morning, and for that transom shower just before sundown.

The Caribbean is so clear that during a full moon we could easily see *Profligate's* shadow on the bottom 25 feet below. It's also alive with fish, from the colorful little guys to the big ones, and we've never seen so many large turtles. As such, the snorkeling and diving are excellent. If you know the right spots on the right islands, the body and board surfing can be surprisingly good, too. A couple of years ago, Capt. Tom Reardon of *Ticonderoga* told us he surfed 28 days in a row

Another nice thing about the Caribbean is that, unlike the South Pacific and even Mexico, it's compact. In a distance of 750 miles — the same as the San Diego to Cabo Ha-Ha — you can sail by Puerto Rico, the U.S. and British Virgins, Anguilla, St. Martin, St. Barth, Statia, St. Kitts and Nevis, Antigua and Barbuda, Guadeloupe, Dominica, Martinique, St. Lucia, St. Vincent and

the Grenadines, Grenada, and Trinidad and Tobago, a total of 13 different countries! These islands are so close together that you almost always see your next island before you cast off. "I love it that their are no overnighters down here," says Sue Kendig of the Westsail 42 Rejoice who, with her husband Bob, is thinking about getting a boat for the Caribbean after they wrap up their nine-year circumnavigation.

As close together as the islands of the Eastern Caribbean are, they are different in many ways. For instance, even though St. Martin and Anguilla are separated by as little as five miles, the former is hilly and gets rain, while the latter is low, flat, and dry. Furthermore, the culture and language are English on Anguilla, while they are French and Dutch on St. Martin.

With sailing conditions almost equally fine everywhere in the Eastern Caribbean, why did we select St. Barth as a base? One of the main reasons is that it's a magnet for the great yachts of the world, be they wood classics from 50 years ago, such as *Nirvana*, the Hinckley 65 built for Commodore Vanderbilt, or today's latest megacruiser, such as the

172-ft ketch Salperton. We wouldn't want to own either of these maintenance hogs, and don't particularly enjoy sailing on megayachts, but we do enjoy looking at them. They are the modern art we appreciate the most.

St. Barth's central location is another plus. It's just 20 miles or less to St. Martin and Anguilla, and less than 30 miles to Saba, Statia, and St. Kitts. So there are a variety of overnight destinations just an afternoon's away. What's more, it's less than 100 miles to the flat waters of the Sir Francis Drake Channel in the Virgins, and just 200 miles all the way



Everybody loves a parade! The 132-foot 'Sariyah' rolls a smaller competitor at the start of the blustery around the island race/parade.

realize it was going to be as terrific as it's been so far.

Part of it, of course, was no longer being exposed to the negativity that's so pervasive in the States: the daily doses of depressing news in the papers, the hate-based political rants, the relentless onslaught of advertising, and the traffic. It's hard to recognize the accumulative effect all these 'toxins' have on you until you've been free of them for awhile.

While in St. Barth, these noxious stimulants were replaced with more pleasant and healthy stimulants. We enjoyed superb sailing, and delightful bodysurfing and snorkeling. We met wonderful people, both cruisers and locals. We were outdoors and physically active almost all of the time. In short, we were living in rhythm with nature rather than in rhythm with the deadline of a

Susan Stromsland discusses mainsheet trim on catamarans with Luc Poupon, former holder of the transAtlantic record.





# IN THE FRENCH WEST INDIES



'down island' to Grenada. In Mexico terms, the latter is like sailing from Cabo to Mazatlan — but you get to sail in the lee of 16 major islands on the way.

We like the people of St. Barth, most of whose ancestors came from Brittany and Normandy. They value self-reliance and have a lot of pride. For example, you don't see any run-down houses, which are so prevalent elsewhere in the Caribbean. Many of the homes are very small and simple, but they are always well-maintained. Similarly — and again unlike most of the Caribbean — you don't see trash and rubble laying about.

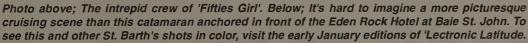
While the Bartians certainly aren't as warm as the people of Mexico, they are pleasant. You don't find any of the surly and combative attitudes that are too common on some of the other islands.

On St. Barth, the worst is that some of the gorgeous young women are aloof. "You'll be old and wrinkly by the time you learn to smile, and by then it will be too late!" D. Randy West, skipper of the Ventura-based 65-ft yawl *Lone Fox*, shouts to them. And D. Randy is known and loved by everyone on the island.

St. Barth is one of the safer places in the world. It's more likely you'd be mugged in Belvedere. We also like that everything on the 3x5-mile island is small. The roads, cars, airport, stores, and hotels almost seem toy-like.

St. Barth is an easy island on which to make friends. Just order a beer at Le Select — the original 'cheeseburgers in paradise', and the busy crossroads of the island — and take a seat on the patio during lunch or happy hour. Unless you're mute, you'll be in a conversation before you know it. The Le Select ethos is that everybody gets introduced to everybody else, so in a few days you'll know lots of sailors.

Finally, we like that the Port Captain and his staff take care of business with





Oftentimes good things come in small packages. St. Barth, as seen from above, is only about three miles by five miles.

dispatch and smiles. When we hadn't paid our modest port fees in a couple of weeks, we told Jacques, one of the harbor staff, that we'd be in the following morning to catch up. "What's the hurry?" he replied with a smile. "Just take care of it before you leave."

All these things add up to our version of a sailor's paradise on earth.

The following is a rough overview of our three-week adventure, in the hope that it will provide some inspiration for those of you thinking about chartering in St. Barth in the future, or those of you already cruising and trying to decide

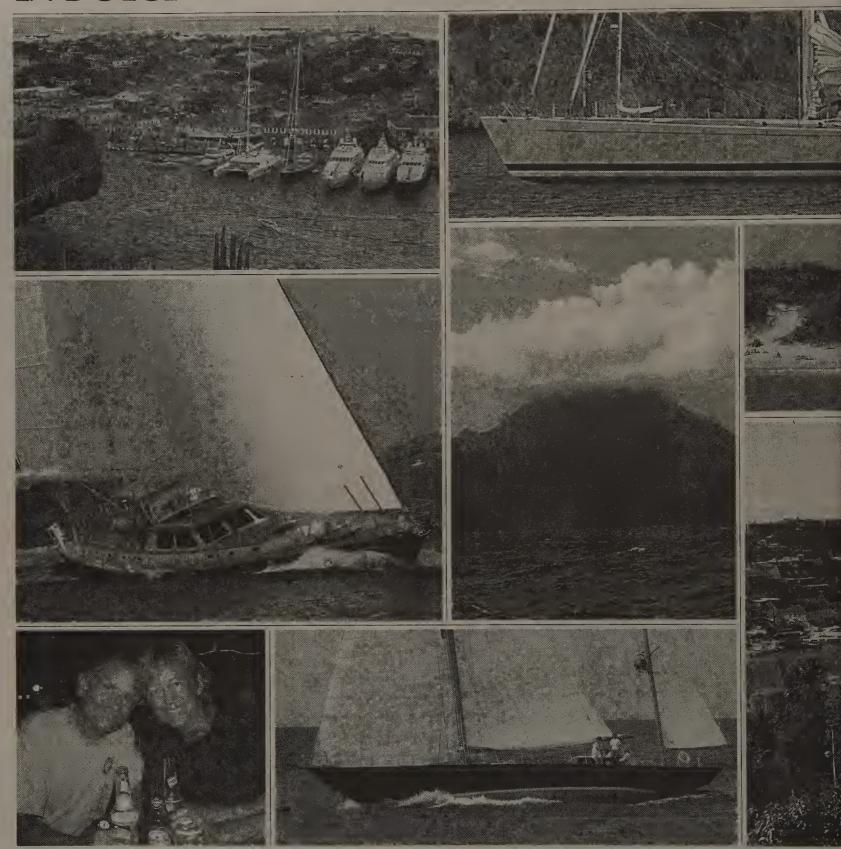
whether to go east or

Over the years, we've given considerable publicity to the 22-mile New Year's Eve race/parade around St. Barth. So when John Haste, our Banderas Bay Regatta nemesis with the San Diego-based Perry 52 cat Little Wing, said he was sailing to the Caribbean, we made New Year's Eve at St. Barth the time and place to renew our rivalry. Mark and Irmgard Bernhard of the Northern California-based Catana 581 Aurora, who had just crossed the Atlantic for the third time in 13 months, got sucked in by the hype and showed up also.

The biggest surprise, however, was the appearance of Warren Stryker and his Sausalito-built Bounty II Fifties Girl. We and



# LA DOLCE VITA



Stryker had been great friends in Sausalito in the early '70s, then he sailed off and relocated in the U.S. Virgin Islands. Overcoming rough weather — his 11-year-old son John-Phillipe puked 15 times in 24 hours — he and three crew brought the 40-year-old fiberglass classic, which had spent three months on the bottom courtesy of hurricane Marilyn, some 150 miles just for the race/parade.

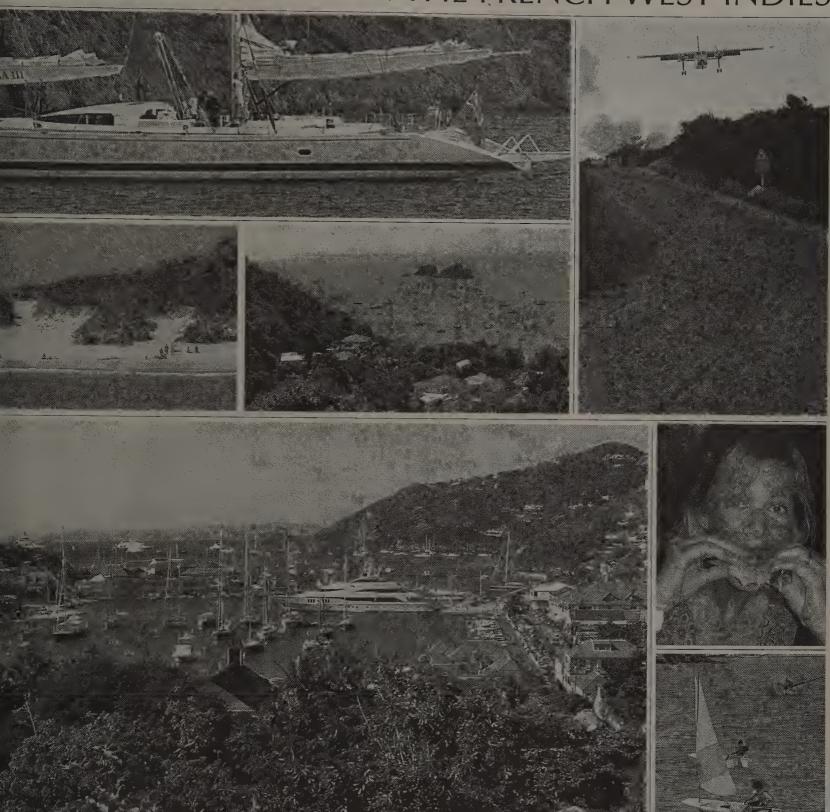
You know about the best laid plans of mice and men. Of all the things that

could have prevented Haste and us from doing the race/parade — mutiny off Nicaragua, dismasting off Panama, pirates off Colombia — the last thing we figured was nasty weather the day of the race/parade. Yet that's what we got. The atypically gusty winds and sloppy seas didn't prevent us from starting, but it did keep us from continuing. After slamming into a few waves with a rig that hadn't been properly retuned after the 1,100-mile upwind slog from Panama, we decided that after travelling 4,000 miles,

losing the rig the first week of the season was too painful an idea to even contemplate. So like several other boats, we dropped out, and *Little Wing* soon followed. As it subsequently blew up to 35 knots, and one boat did lose her rig, it wasn't the worst decision we've made.

For the 30 or so other boats — including five over 100 feet — that stuck it out and didn't get dismasted, it was nonetheless a fine race. First to finish was *Amity*, a new South African-built R/P 78 owned by David Kong of Hong Kong. She

# IN THE FRENCH WEST INDIES



Clockwise from above, more or less: Looking down on Gustavia Harbor with St. Martin in the distance; the classic Hinckley 65 yawl 'Nirvana', built for Commodore Vanderbilt; new friends John and Lynn Ringseis of Bel Marin Keys, who had just arrived from France on their new Lagoon 41 'Moonshine'; moody Saba always has a halo; 'Blue Muse', a new Hinckley 70, rumored to have cost \$5.8 million; looking down on the 'B' side of the quay, where the small looking cat is actually 109 feet long; but somebody always has something bigger, such as Robert Miller's 146-ft 'Mari-Cha Ill', former holder of the transAtlantic monohull record; watching airplanes try to land is ever fascinating at St. Barth's dangerous airport; the outer Gustavia anchorage as seen from above Corossol; Grand Saline Beach, where both Uma Thurman and Brad Pitt were paparazzi-ed with their pants down; Jenn Folvig checks out a real cheeseburger in paradise; sailing students at the St. Barth YC.

was about 10 minutes off the course record held by Craig McCaw's 118-ft daysailer *Extra Beat*. Corrected time hon-

ors went to *Nighttrain*, a Hinckley 53. Multihull honors went to the F-28 *Lone Ranger*, which lives on the deck of a 251-

ft converted ocean-going tug of the same name — and has a range of 35,000 miles!

Disappointed about dropping out, we fooled around with *Little Wing* for awhile in the flat water in the lee of the island, then ran down to lle Fourche, the leeward mark, to take photos of the boats still on the course. It was there that we noticed the Morrelli & Melvin-designed Gunboat 62 supercat *Safari* starting the final three-mile close reach to the finish at Pan du Sucre. Wanting to find out just how much faster the all-carbon super cat

# LA DOLCE VITA



Watch how you shop, because some of the food is for the megayacht folks only. These 40 cherries, for example, cost \$10 U.S.

was than our humble Profligate, we sailed the last leg in company. We're certainly not suggesting that Profligate is the match of a Gunboat 62 overall, but on that day of reaching in 18 to 25 knots, with both boats carrying full mains and Solent jibs, there was virtually no difference in speed. In a small way, it made our winter.

t. Barth is famous for New Years. Movie stars, models, hip-hop kings, captains of industry - indicted and otherwise — all flock to the tiny island. Many stay on villas ashore, but others pay \$100,000 to \$200,000/week to charter a megayacht. If you believe the celebrity magazines, this year's class included Puff Daddy, Beyoncé, Uma Thurman, Martha Stewart, Carson Daly, and lots of others we're not familiar with. We know Lauren Hutton was there, because after talking to another women on Ticonderoga for about 10 minutes, she got flustered at her celebrity status not being acknowledged. "I'm Lauren Hutton!" she finally

Mark and Irmgard's 20-mile trip from St. Martin to St. Barth on 'Aurora' was rougher than any part of their 2,800-mile Atlantic crossing.



stammered, apropos of nothing.

New Year's Eve was just fine, although it didn't have quite as much electricity as two or three years ago. Maybe it's because the notorious Aussie-born Whitbread vet Shag Morton has become a father and no longer pole dances on the transoms of megayachts. Or that private fireworks are no longer permitted. Three years ago, we walked into a hardware store and were able to buy a 30-ft

long 'rug' consisting of 40,000 firecrackers woven together with about 100 cherry bombs. That's not allowed anymore.

We closed out our New Year's Eve rather early at the bar of La Gamelle, one of the most uniquely laid out restaurants we've ever seen. Back when it was owned by partners Philou and Steve, their respective girlfriends were French sailing heroines Florence Arthaud and Karen Falconnier. Talk about the cream of the crop! Anyway, while in the bar at about 2 a.m., we bumped into Luc Poupon, who is our kind of celebrity. Among his many sailing achievements, back in the '80s he sailed the trimaran Fluery Michon to a new transAtlantic record. We and Luc communicated the best we could, he in his limited English, we in our almost nonexistent French. As best as we understand it, Luc offered to race with us aboard Profligate in the Heineken Regatta, and we accepted.

Thanks to three high pressure systems lined up in a row across the Atlantic, the New Year's Eve week weather at St. Barth was about the worst in memory. Unsettled describes it best, as it would be quite nice for several hours, then it would howl and/or pour like crazy. The nights were marked by fitful periods of 20 to 35 knots of wind. We were rattled by the big gusts on the first night because the anchorage was extremely crowded for the holidays. The last thing we wanted to do was have to call our insurance broker to report that we dragged down 125 feet of mirror finish on the brand new \$15 million 125-ft sloop next to us. But as the gusty stuff continued night after night, we became more confident in our ground tackle and started sleeping through even the strongest blasts.

It's the other guy, of course, who you most have to worry about dragging. Antonio des Mortes, who had often been the captain of Big O, warned us about a small banged-up steel boat not far away. "Once I saw him dragging and said, 'My friend, you're dragging, let's get your anchor set!' He said, 'Come below, have a couple of cigarettes with me.' Another time I saw

him when his boat was already on the rocks. I rushed over and said, 'Please my friend, we need to pull you free!' He said, 'I've got a whole carton of cigarettes, come down and smoke some with me.' The guy is crazy."

Four youngsters who would agree with that assessment are the Bernhard daughters and their two friends on Aurora, which happened to be anchored just a few feet away. For the couple on the little banged-up boat were always naked. And it seemed to be a rule that the first thing all visitors had to do was take all their clothes off.

That wasn't the only unsavory nudity in the jammed anchorage. A rather chubby Dutch couple flipped their hard bottom dinghy and climbed aboard in order to scrub the bottom. Tragically, they did so buck naked. We don't have anything against nudity per se, but nobody should be exposed to the backside view of a flabby, hunched over, middleaged male.

Because of the worst New Year's Eve week weather in memory, we felt sorry for John Folvig, Jr. and Sr., and their wives, guests on Little Wing, and the Pat Nolan family, guests on Aurora, because they never got to enjoy the splendid winter sailing weather St. Barth is noted for. The day after they left, of course, the



# IN THE FRENCH WEST INDIES



'Ticonderoga Tom', a legend on the great 72-ft ketch, and a winter stalwart at St. Barth.

weather turnedgorgeous.

n e drawback of St. Barth is that there are never e n o u g h hours in

the day to do all we want. Here are a couple of typical examples of how we enjoy ourselves:

Day One: Get up at 7 a.m., check the anchorage for spectacular new yachts, then throw ourselves into the beautiful Caribbean Sea. Sometimes the water is such a brilliant blue that it seems fake. We later dinghy to shore for a pan du chocolate and café crème. After spending 30 minutes in the internet cafe, we grab the snorkeling gear and make the 10-minute dinghy run over to Shell Beach for a half hour of looking at colorful little fish.

Around 1 p.m., possibly joined by a

The Morrelli & Melvin-designed Gunboat 62 'Safari' from South Africa. She's doing about 17 knots on this close reach.

group of friends, we set sail around the island. We've now done this enough to know that the race-parade folks have got it all wrong it's much more enjoyable and scenic to do it clockwise. This means rather than being well offshore on a spinnaker run, you tack in close to places such as Flamands, the Eden

Rock, Lorient, spectacular Pt. Milou, and the boat-eating Grenadiers. After that, you crack off for a run by Saline and Gouverneurs, two of the most celebrated beaches in the Caribbean.

After the boat is put away, we'll stop by Le Select, the crossroads of the island, for a sundowner. Invariably, we'll meet a bunch of friends, who will introduce us to even more people. Later we'll go to dinner at a restaurant, almost all of which are within 150 feet of the water, and within easy walking distance.

Day Two: The next day we'll do our morning routine of checking for new boats and jumping into the ocean, after which — assuming that it's a Monday, Wednesday or Friday — we'll spend two hours pounding out a 'Lectronic Latitude.



St. Barth has perhaps the nicest stern-tie facilities in the Caribbean, and there's almost always plenty of open space.

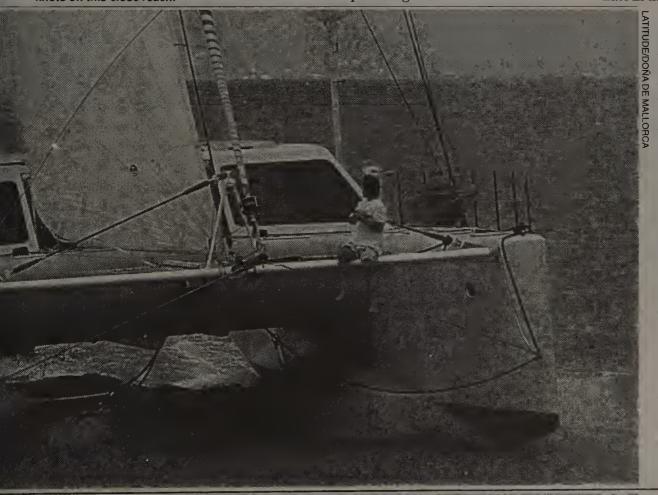
Then we'll dinghy to town, grab a catfish or crab baguette with our coffee, then put in another hour at the internet cafe. Having taken care of the day's business, we'll motor a half hour, either alone or with friends — to Grand Saline Beach. There we'll swim ashore and boogieboard for an hour or two. Saline doesn't have the biggest or best-shaped waves in the world, but there are lots of them. Although the scenery from the water is often spectacular, we've come to the conclusion that people should have to meet certain standards before they're allowed to run around naked.

Late in the afternoon, we'll sail or mo-

tor back to Gustavia. After dinghying ashore, we'll swing by Le Select to see what's happening, then move on to dinner, perhaps with friends we hooked up with at Le Select. If we want to make a bit of a night of it, we'll top it off by stopping by Bete a Z'ailes, the more upscale and late-night sailor hangout, to listen to live music.

e'd love to be able to conduct an experiment to see if we'd ever tire of such a routine. Prior to this, we've always been the kind of cruiser with ants in our pants, eager to see what's next. Sure, we plan on overnights to Anguilla, St. Kitts, Statia, and other nearby islands for when we return, but we haven't felt an inclination to leave St. Barth for more than a couple of days. Because frankly, we didn't know life could be so good.

- latitude/richard



# THE RACING

With reports this month on the 2003 Rolex Yachtsman and Yachtswoman of the Year; seven light-air midwinter regattas; a brief synopsis of TNT Key West Race Week; and a bunch of miscellaneous race notes.

#### Rolex Yachties of the Year

Versatile dinghy sailor Augie Diaz (Miami, FL) and Yngling Olympic campaigner Hannah Swett (New York, NY) will be crowned the 2003 Rolex Yachtsman and Yachtswoman of the Year on February 6 in the Model Room at the New York YC. Established in 1961 by US Sailing and sponsored by Rolex Watch U.S.A. since 1980, these awards are generally regarded as the highest annual sailing honors in this country.

Diaz, age 49, had a great year in three of the world's most competitive one design classes — Lasers, Snipes and Stars. His crowning achievement was winning the Snipe Worlds in Sweden over 58 boats, the first American to win since

DAN NERNEY

Best in the country — Dinghy sailor Augie Diaz, above, and Yngling Olympic campaigner Hannah Swett.

1981. "I'm very honored," said Diaz, a popular amateur sailor who co-owns his family's medical equipment supply company. "The magnitude of the award hasn't really hit me."

Diaz's background is unique among Rolex winners. His family fled Cuba in

1963 to settle in Clearwater, FL, with little money and few possessions other than his father's beloved wooden Snipe. Young Augie, at age 9, began taking sailing lessons, moving quickly from Optis to Snipes to collegiate sailing at Tulane, where he was an All-American in '73, '74 and '75. After three unsuccessful Olympic bids in the FD and Star class, Diaz joined the family business and dropped out of competitive sailing for 15 years. In 1997 he came back with a vengeance—and seven years later, his skill and love of the sport is being rewarded.

Diaz was selected for Rolex honors over six other talented sailors — Tim Healy (Newport, RI; J/24 Pan Am gold medallist), Andy Horton (Shelburne, VT; ISAF match racing world champion), Jay Lutz (Houston, TX; J/80 world champ), Andrew Pimental (Newport, RI; Laser



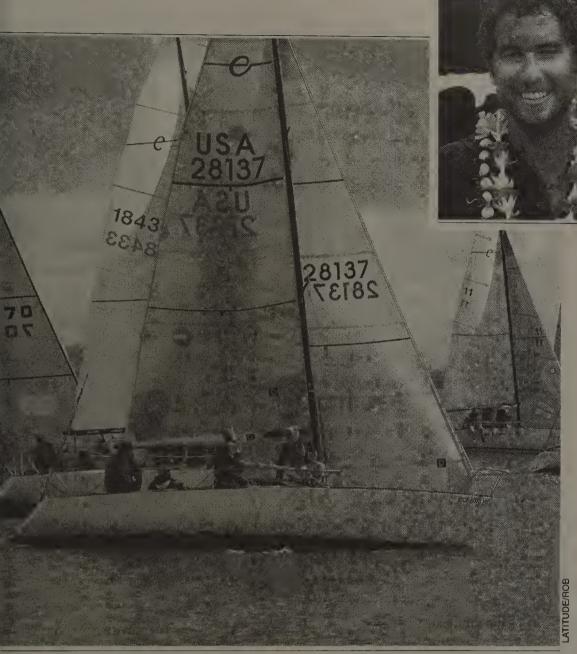
Master and Snipe NA champ), Brad Van Liew (Mt. Pleasant, SC; Around Alone Class II winner), and two-time Rolex winner Ken Read (Newport, RI; Etchells world champ).

Hannah Swett, the 34-year-old current Yngling world champion, earned her



Rolex on the basis of her full-time Olympic campaign. Topping an impressive list of achievements last year was her victory at the Yngling Worlds in Cadiz, where she and her team topped 40 boats. "I am truly honored to accept this prestigious award," said Swett. "I accept it on behalf of my teammates Melissa Purdy and Joan Touchette. Together, we accomplished a great deal in the past year."

Raised in New England in a longtime sailing family, Swett earned All-American honors at Brown University in '89 and '91. At Brown, she and classmate Purdy began a friendship that is still going strong 13 years later. The duo went on to sail the '95 America's Cup on Mighty Mary together, which is where they met Touchette. Swett was back working full-time at her family's real estate business until Purdy phoned her last year and floated the idea of an Olympic campaign. The trio seems on track to win



'Motorycycle Irene' (28137) is leading the Express 27 fleet halfway through the Jack Frost Series. Inset, 'Motorcycle' owner Will Paxton.

the Yngling class at Athens in August, which would certainly yield Swett another Rolex watch — hopefully, Purdy and Touchette will be co-honored next time.

Four other women were considered for Rolex honors — Sally Barkow (Nashotah, WI; Rolex International Keelboat champ), 2002 Rolex winner Liz Baylis (San Rafael, CA; U.S. Women's match racing champ), Joni Palmer (Annapolis, MD; Adams Cup winner) and junior superstar Paige Railey (Clearwater, FL; ISAF Youth Worlds gold medallist).

### **EYC Jack Frost Series**

Encinal YC's second Jack Frost Midwinters attracted 56 boats to the Treasure Island starting area on Saturday, January 17. Five of the seven classes got

in two quick races in a chilly 8-10 knot northwesterly, while two of the smaller classes settled for just one race.

PRO Jeff Zarwell and EYC rear commodore David LeGrand provided flawless race committee work. Helping them on the finish horn was 7-year-old Emily LeGrand, possibly the youngest person ever to serve on a Bay Area race committee.

MVP honors for the day went to the Express 27 *Moxie* (ex-*Maximus*), sailed by UK sales rep Jason Crowson and his new boat partner Josh Grass. Crowson recently sold *Exocet* to Gerry O'Driscoll, who will race it out of Pt. Richmond, and teamed up with Grass on his Express 27. They sailed to a 3,1 in the 21-boat Express 27 fleet in their first outing together, joined by tactician Lance Purdy, mastman Chris Mitchell and bowman Ronnie Pettersson.

"We were pleased with our results, especially considering we had to do a

720º in the first race," said Crowson, who is now on his third Express 27 (*Opus, Exocet, Moxie*). "Our goal is to do well in the Nationals this October."

DIV. I (< 99) — 1) (tie) EInstein, Express 37, Dave Mosher, and Desdemona, J/120, John Wimer, 5 points. (4 boats; 2 races)

ANTRIM 27 — 1) (tie) Max, Cascade, Steve Rienhart, 3, (2)

Brian Wade, and Cascade, Steve Rienhart, 3. (2 boats; 2 races)

MELGES 24 — 1) Light Brigade, Warren Davidson, 3 points; 2) Smokin', Tom Rankin, 4. (6 boats; 2 races)

EXPRESS 27 — 1) Moxie, Grass/Crowson, 4 points; 2) Motorcycle Irene, Will Paxton, 6; 3) Magic Bus, The Deeds, 8; 4) (tie) Swamp Donkey, Scott Sellers, and Baffett, Tom Baffico, 9; 6) Chimo, Brad Pennington, 10. (21 boats; 2 races)

DIV. II (102-168) — 1) **Trlumph**, WylieCat 30, Jake Cartwright/Steve Seal; 2) **Hamburger Haus**, Olson 25, Jens Jensen; 3) **Encore**, Wylie Gemini Twin, Andy Hall. (9 boats; 1 race)

DIV. III (> 170) — 1) **Wuvulu**, IB-30, John New; 2) **Talisman**, J/22, Gary Albright; 3) **Eurydice**, Catalina 30, George Biery. (8 boats; 1 race)

MULTIHULLS — 1) Raptor, F-27 SQ, Todd Olson, 3 points; 2) Sally Lightfoot, Corsair 31-UC, Paul Martson, 4. (6 boats; 2 races)

Full results - www.encinal.org.

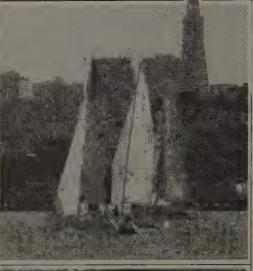
#### **OYC Brunch Series**

Oakland YC's five-race Sunday Brunch Series is 40% over after light-air races on January 4 and 18. Forty-seven boats are sailing in the low-key series, which is preceded by an optional brunch at OYC, as well as a short class for beginning racers. The first session was cleverly called "How Not to Finish Last," presented by race co-chair Ted Keech, and the second was on "Mainsail Trim," by Quantum sailmaker Jocelyn Nash.

The racing itself was quite tame, with each race postponed while waiting for the westerly to fill in. Courses were short — about 4 miles each day — as winds were light and patchy. Two boats, Vince Boley's Kiwi 28 Morning Dew and Chris Harvey's F-27 Three Sigma, currently have two bullets apiece, a healthy lead in the one-throwout series. All other classes are still up for grabs.

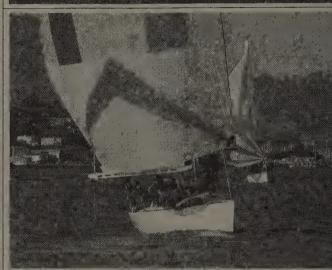
The best racing is occurring in the 8-boat Columbia 5.5 Meter class, which as usual is coming down to a battle between the Marina Village All-Stars on *Drummer* and the Doyle Sails factory team on *Maverik*. The 5.5s seem to be fading up in Stockton, which may be good news for the active Estuary fleet. "We know of two Stockton boats for sale," said Marina Village harbormaster Alan Weaver.

















"Call me if you're interested in joining our fleet."

The Brunch Bunch — now in its 14th year — will meet again at 1 p.m. on February 1, 15 and 28. Single day entries are happily accepted in return for a \$10 entry fee, payable on race days at the OYC office.

PHRF-I (150 & below) — 1) No Name, JS-9000, Andersen/Nelson, 3 points; 2) Polar Bear, Antrim 27, Richard Ray, 5; 3) Spitfire, Moore 24, Brant

Great day, wrong sport — Scenes from the January 3 Golden Gate YC midwinter race, which was eventually abandoned due to more ebb than wind. All photos Latitude/jr.

Adornato, 7. (6 boats)

COLUMBIA 5.5 — 1) **Drummer**, Weaver/Sankey/Sadeg, 3 points; 2) **Maverik**, Doyle Sails Team, 5; 3) **Cheater**, Jim Graham, 5. (8 boats)

PHRF-II (151-165) — 1) Morning Dew, Kiwi 29, Vince Boley, 2 points; 2) Noble Lady, Beneteau First 305, Gary Massari, 4; 3) Tamarin, 'Sabre', Jay Chase, 7. (7 boats)

PHRF-III (166-189) — 1) **Double Agent**, Merit 25, Robin Ollivier, 3 points; 2) **Bandido**, Merit 25, George Gurrola, 5. (5 boats)

180 RATERS — 1) **Snow Goose**, Santana 30, Ted Mattson, 3 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 4; 3) **Joanna**, Irwin 30, M. Jemo, 9. (8 boats)

PHRF-IV (190 and up) — 1) (tie) **Pip Squeak**, Santana 20, Aaron Lee, and **Pathfinder**, Ariel, Ernie Rideout/Ed Ekers, 3 points; 3) **No Name**, Santana 22, Ron Posey 9; 4) **Dominatrix**, Santana 22, Heidi Schmidt, 10. (10 boats)

MULTIHULL - 1) Three Sigma, F-27, Chris











Harvey, 2 points; 2) Sea Bird, F-27, Rich Holden, 4. (3 boats)

Full results - www.oaklandyachtclub.com.

### South Bay YRA Midwinters

Oyster Point YC hosted the third race of the South Bay YRA midwinter series on January 3. Fifteen boats enjoyed a welcome break between rain storms, as skies were clear, seas were flat and a gentle wind was blowing. The small fleet started their 10-mile lap around the

South Bay promptly at noon, and all boats were finished by 2:30 p.m.

Staying out of the ebb was the key to victory, but as race chairman Robert Hu noted, "Congratulations to all the winners, which in this case was everyone who made it out to race! It was a glorious day, a great way to start the New Year."

The 70 boats in the concurrent Golden Gate YC Midwinters on January

3 were not as lucky. Two hours into that Cityfront contest, the ebb became stronger than the wind, and the race committee euthanized the race.

SPINNAKER — 1) Summertime, International Folkboat, Luther Izmarian; 2) Pizote, Santana 30/30, Mark Neumann; 3) SpirIt, Cal 20, Vince Swerkes; 4) Mist, Beneteau First 38, Robert Hu. (8 boats)

NON-SPINNAKER — 1) Chablis IV, Cal 25-2, Dave Few; 2) Far Better Thing, Ericson 30+,

# THE RACING

Charles McArthur; 3) Mer Linda, Catalina 30, Mark Hale. (7 boats)

Full results - http://sbyra.home.comcast.net

#### **RYC Small Boat Midwinters**

The second Richmond YC Small Boat Midwinters, held on Sunday, January 3, was a bit of a bust, at least on the Southampton 'varsity' course. Though the weather was drop-dead gorgeous, there simply wasn't enough wind to counter a raging ebb — a problem that the Sausalito YC Midwinters were experiencing that afternoon, too.

The SYC race, which starts in the heart of the current at Little Harding, was eventually abandoned. The RYC outer course, tucked between Southampton Shoal and the Richmond breakwater, afforded just enough shelter from the ebb to get one race off after a lengthy postponement. Eventually, two thirds of the fleet DNFed, and almost everyone had to be towed home to the yacht club.

The two inner courses met with more success. The El Toros/Optis got in four races before the wind died, while the Snipes/Bytes/CFJs managed to sneak in five quick ones. Cumulative scores after two of four scheduled days of dinghy racing follow.

### INNER COURSE (9 races):

EL TOROS — 1) Fred Paxton, 30 points; 2) Gordie Nash, 36; 3) David Liebenberg, 55; 4) John Amen, 66; 5) Will Paxton, 67; 6) Max Fraser, 72; 7) Andrew MinKierty, 80; 8) Paul Tara, 83; 9) Mike Quinn, 85; 10) John Liebenberg, 103; 11) John Pacholski, 109; 12) Vickle Gilmour, 112; 13) Mike Dias, 119; 14) Pierce Burton, 131; 15) Art Lange, 148. (31 boats)

OPTIMIST — 1) Ben Lezin, 21 points; 2) Claire Dennis, 24; 3) Rogan Kriedt, 27; 4) Ian Simms, 33; 5) Finn-Erik Nilsen, 58; 6) Cody Nagy, 61. (15 boats)

### MIDDLE COURSE (9 races):

SNIPE — 1) Andy Goodman, 22 points; 2) Vince Casalaina, 25; 3) Joseph Harvard, 27; 4) Nabil Shahin, 28. (8 boats)

CFJ — 1) Izzy Zíngale, 21 points. (5 boats) BYTE — 1) Alex Knox, 20; 2) Kati Murray, 24. (5 boats)

#### SOUTHAMPTON COURSE:

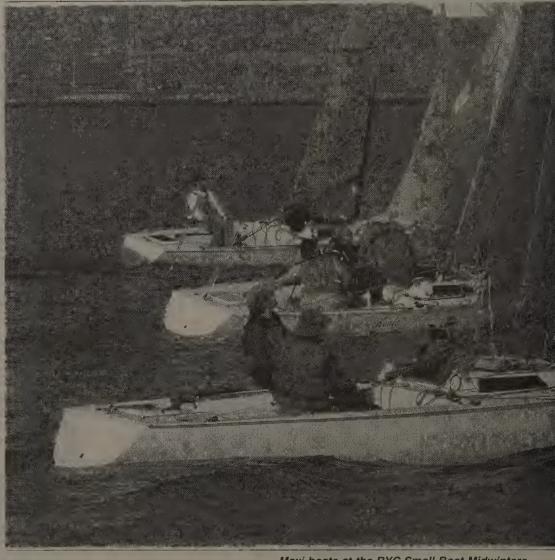
WYLIE WABBIT — 1) Greg Byrne, 9 points; 2) Pete Rowland, 11; 3) Erik Menzel, 11; 4) Bill Erkelens, Jr., 13. (11 boats; 4 races)

THISTLE — 1) Eric Stoelting, 5 points; 2) Mark Barr, 6. (5 boats; 3 races)

29er — 1) Jordan Fromm, 6 points; 2) Michelle Fraser/Richard Carter, 7. (5 boats; 4 races)

CORONADO 15 — 1) Kevin Wasbauer, 4 points; 2) Alex & Steve Fishman, 10. (7 boats; 4 races)

LASER — 1) Tracy Usher, 6 points; 2) Will Benedict, 11; 3) Blaine Pedlow, 14; 4) David Lapier, 14; 5) Tim Russell, 15; 6) Brad Nieuwstad, 19; 7) Vladimir Butenko, 20; 8) Colin Brochard, 32; 9)



Jonathan Howell, 34; 10) Michael Mann, 35. (20 boats: 3 races)

boats; 3 races)
PORTSMOUTH — 1) Adam Boroherding/Rob
Howe, Hobie 16, 3 points; 2) Suzanne Wilson, Sunfish, 7.5; 3) Bob Cronin, Sunfish, 9; 4) Curt Rodgers,
Banshee, 15; 5) Roy Jordan, Sunfish, 18. (12 boats;
3 races)

Full results — www.richmondyc.org

### South Beach YC Midwinters

After a 20-minute delay, the third South Bay YC midwinter race got underway in a faint northwesterly on Saturday, January 10. A building ebb contributed to 17 of the 26 starters eventually dropping out, one after drifting backwards into a mark and one after bumping up against a pier. For others, despite the short courses (3.8 and 3.3 miles), the problem was the 5 p.m. time limit.

"It was a good day to work on your tan, as well as your light-air tactics," claimed race chairman Randy Wells. "Spirits were warm, the beer was cold, and it beat staying ashore!"

SPINNAKER-I (< 150) — 1) Sensation, 1D-35, Mario Yovkov; 2) Sensational, 1D-35, Gary Fanger; 3) Moray, 11:Metre, Mark Hecht; 4) Northern Light, Santana 35, Roger Neathery. (10 boats)

SPINNAKER-II (> 149) — 1) Goose, Catalina 30, Mike Kastrop; 2) Popcorn, Nonsuch 33, Niel

Maxi boats at the RYC Small Boat Midwinters — from top, Wabbits sailors Bill Erkelens, Ron Tostenson and Jerry Keefe.

Davidson; 3) **Popeye & I**, Cal 9.2, Ruth Summers. (8 boats)

NON-SPINNAKER — 1) Topolina, Islander 30, Gary Fox; 2) Fancy, Ericson 33, Chips Conlon; 3) Synergizer, Ericson 28, Larry Weinhoff. (8 boats) Full results — www.southbeachyc.org

### Alameda YC Midwinters

Twenty-eight boats — the best turnout yet — showed up for Alameda YC's
third Estuary Midwinters on January 11.
The five divisions were sent on three different courses, all reaching off towards
Jack London Square in a nice southerly.
The breeze, however, promptly faded to
nothing, causing the race committee to
jump in a Whaler and shorten the race
for everyone at the next mark. "It was
definitely the right move," claimed race
chair M.L. Higgins. "Everyone was
thrilled to see us there."

OYC member George Gurrolla, sailing his relatively-new Merit 25 *Bandido* (ex-*C.K. Porter*) in its fourth race, was the stand-out performer in the abbreviated race. Gurrolla, who formerly campaigned the Newport 30 *Zarpa*, corrected out 16 minutes ahead of the next boat in the



Spinnaker II class. "We got a good start, and were lucky to catch every shift and puff," claimed Gurrolla. "The Merit 25 is a perfect Estuary boat — light, easily driven, and easy to sail with just three people. It almost seems unfair to beat up on the 'Fat 30s'!"

DIV. A (0-138) — 1) **Buzz Lightyear**, Capri 30, Rob Worlfel; 2) **Wile E. Coyote**, Express 27, Dan Pruzan. (6 boats)

DIV. B (Columbia 5.5) — 1) **Cheater**, Jim Graham; 2) **Wings**, Mike Jackson. (5 boats)

DIV. C (139-189) — 1) Bandido, Merit 25, George Gurrola; 2) Noble Lady, Beneteau 30, Gary Massari. (6 boats)

DIV. D (190-up) — 1) **Pip Squeak**, Santana 20, Aaron Lee. (3 boats)

DIV. E (non-spin) — 1) **Platinum**, Morgan 45, Mark & Clair Rommell; 2) **White Cloud**, Yamaha 33, Barbara Jagiello; 3) **Crinan**, C&C 30, Don Blood. (8 boats)

### Lake Merritt SC Midwinters

"Good weather, good racing, good crowd," was how Duncan Carter summed up Lake Merritt SC's second Robinson Memorial Midwinters on January 11. Thirty dinghies — as usual, mostly El Toros — got in three races on Lake Merritt in shifty conditions.

"We welcome anyone with a dinghy," claimed Vickie Gilmour. "Get two friends

with the same kind of boat, and we'll even give you a one design start. It's low-stress, family-oriented fun — and lake sailing is a nice change from the Bay!"

The next LMSC Midwinters are on Saturday, February 14. The entry fee is a ridiculously low \$5, and a grilled hot dog lunch with all the trimmings is just \$4. If you can't beg, borrow or steal a dinghy, you can even rent a Sunfish or an El Toro from LMSC for next to nothing.

Sign-ups begin at 9:30 a.m., skippers' meeting is at 10:30 a.m., and the first race is at 11 a.m. Call Jim or Jackie Kearney at (510) 582-1048 if you're interested in joining the fun.

EL TORO, SR. — 1) Fred Paxton, 28.5 points; 2) Bruce Bradfute, 23.25; 3) Will Paxton, 22; 4) Art Lange, 21; 5) John Liebenberg, 18. (9 boats)

EL TORO, JR. — 1) Max Fraser, 29.5 points; 2) David Eva, 29.25; 3) David Liebenberg, 25; 4) Harry Nunns, 24; 5) Allison Heckman, 17. (10 boats)

LIDO 14 — 1) Jack Navara, 11.5 points. (3 boats)

SUNFISH — 1) George Wilson, 13.5 points; 2) Bob Cronin, 12.25. (4 boats)

### Santa Cruz YC Midwinters

Finally, on January 17, Santa Cruz YC managed to get in their first day of midwinter racing. Previously scheduled race days in November and December were cancelled due to no wind and shoaling at the harbor entrance — but not this

time, as 19 boats showed up for three quick races.

"It was sunny, with 12 knots of wind from the northwest," said club manager Greg Haws. "Everyone said it was a great day on the water, and that it was nice to be sailing again!"

CREWED — 1) Animai, Sydney 38, Craig French, 3 points; 2) Mojo, SC 27, Jim Case, 7; 3) Hanalei, SC 27, Beat Neaf, 10; 4) Wildfire, Moore 24, Howard Ruderman, 13; 5) Variety Show, SC 27, Barry Whittall, 15; 6) Shadow, Olson 30, Frank Parker, 18. (13 boats)

DOUBLEHANDED — 1) Una Mas, Moore 24, Larry Peterson, 4 points; 2) Minor Threat, Melges 24, Peter Dalton, 8; 3) Ngellew Fejj, Moore 24, Peter Phelan, 8. (6 boats)

### TNT Key West Race Week

California boats made their presence

felt at the 17th Terra Nova Trading Key West Race Week, with four of our contingent scoring Boat of the Day honors (Philippe Kahn's Melges 24 Pegasus 575, John MacLaurin's Farr 40 Pendragon V, Roger Sturgeon's R/P TP-52 Rosebud, and Tom Coates' J/105 Masquerade) in the five-day, nine-race series. Additionally, four of the ten boats from the Bay Area ended up on the podium, a fantastic showing in the 301-boat fleet. Held January 19-23, this year's regatta featured perfect sailing conditions and stiff competition from 18 countries and 32 states.

"This is the best regatta in North America," stated Kahn, and we doubt any of this year's 3,000 participants would disagree with him.

A foreign entry, Peter De Ridder's Farr 40 Mean Machine, was named Boat of the Week after coming from behind to top the tough 23-boat Farr 40 fleet on the last day. De Ridder, a Dutch investor, has had a string of boats named Mean Machine, but is relatively new to the Farr Wars, debuting a year ago in this class at Key West. Mean Machine posted a 6,7,18,5,6,12,4,2,1 record starting slowly, but ending on a high note. Mean Machine, paired with the Norwegian Melges 24 Baghdad, also won the Nautica Trophy for top international team (an all Farr 40-Melges 24 competition this year).

Fourteen-year-old prodigy Shark Kahn finished second in the 58-boat Melges 24 class, proving beyond any



A file shot from the November Berkeley YC Midwinters. The last one, held in light air on January 10-11, didn't look anything like this.

doubt that his world championship last October wasn't a fluke. Kahn and his regular crew (Crusty Christensen, Richard Clarke, Brian Hutchinson, and Brian

# THE RACING

Lee) took four bullets en route to posting the lowest total score, but when the throwout was applied, Philippe Ligot and his French team on *P&P Sailing Team* won by four points. Father Philippe Kahn finished a close sixth in his own Melges 24, capping a great week for the *Pegasus* Racing Team.

A pair of familiar San Francisco J/105s enjoyed an epic battle at the front of their 29-boat fleet, with Rich Bergmann's and Shawn Bennett's Zuni Bear winning on a tiebreaker. Zuni Bear, last year's KWRW Boat of the Week, started off strong, but faded somewhat near the end while Tom Coates' Masquerade gained momentum. They each finished with 28 points, with Zuni's four bullets trumping Masquerade's two.

John Sylvia's J/120 Oui B5 came in third in PHRF-5, also winning the J/120 one design competition in the process. Three Bay Area boats — the TP-52 Rosebud, Rick Wesslund's J/120 El Ocaso, and Hall Palmer's WylieCat 30 Lucky Ducky - finished fourth in class, just out of the money. Top SoCal boats included Les Crouch's hot new R/P 43 Storm, which wrapped up PHRF-2 with a day to spare; Alex Geremia's and Scott Harris' Crocodile Rock, which finished a close fourth in the Farr 40s; and Deneen Demourkas' Groovederci, which was third in the Mumm 30 fleet, one place ahead of her husband John.

PHRF-9 winner *Kelly*, a Beneteau First 10 from St. Petersburg, won PHRF Boat of the Week honors. See *www.premiere-racing.com* for complete results, lots of pictures and Rich Roberts' entertaining reports.

### DIVISION ONE (Ken Legler, PRO):

SWAN 45 — 1) Rush, Tom Stark/Ed Baird, Newport, RI, 25 points; 2) Vim, Craig Speck/Dee Smith, Newport, RI, 29; 3) Bellicosa, Massimo Ferragamo/Howie Shiebler, ITA, 33. (8 boats)

FARR 40 — 1) Mean Machine, Peter De Ridder/ Ray Davies, NED, 61 points; 2) Barking Mad, Jim Richardson/Terry Hutchinson, Newport, RI, 62; 3) Rlot, Marc Ewing/Eric Doyle, Northeast Harbor, ME, 65; 4) Crocodile Rock, A. Geremia/S. Harris/V. Brun, Santa Barbara, 66; 5) Atalanti, George Andreadis/Robbie Haines, GRE, 73. (23 boats)

MUMM 30 — 1) Turbo Duck, Bodo & Nick Van Der Wense, Annapolis, 23 points; 2) Team Bold, Nelson Stephen/Anthony Kotoun, Southport, CT, 29; 3) Groovedercl, Deneen Demourkas/Bouwe Bekking, Santa Barbara, 30; 4) Groove Too, John Demourkas/Ross MacDonald, Santa Barbara, 38. (13 boats)

### DIVISION TWO (Bruce Golison, PRO):

PHRF-1 — 1) Chlppewa, Swan 68, Clay Deutsch, BVI, 14 points; 2) Aera, Ker 55, N. Lykiardopulo, Cowes, UK, 19; 3) Strabo, Swan 70, Marty Fisher, Annapolis, 28; 4) Rosebud, R/P TP-











TNT Key West Race Week, clockwise from top — The TP-52 'Rosebud' at the start of the feeder race from Ft. Lauderdale, which they won; "Oops, sorry about that!"; Dawn Riley had the tastiest sponsor — M&Ms!; the J/105 'Zuni Bear' won their class for the second year in a row, barely.

52, Roger Sturgeon, San Francisco, 31. (9 boats) PHRF-2/IMS — 1) Storm, R/P 43, Les Crouch, San Diego, 16 points; 2) Numbers 97, Taylor 49, Marblehead, Daniel Myers, 21; 3) Talisman, Farr 53, Marco Birch, Newport, RI, 24. (8 boats)

PHRF-3 — 1) Raincloud, J/133, Mike Rose, Kemah, TX, 9 points; 2) Gold Digger, J/44, James Bishop, Jamestown, RI, 24; 3) Spinal Shock, Farr 395, Gordon Donald, Newport, RI, 24. (8 boats)

PHRF-4 — 1) **Tiburon**, Melges 30, Michael Gray, New Orleans, 12 points; 2) **New Wave**, Henderson 30, Michael Carroll, Clearwater, FL, 25; 3) **The Boys Are Back In Town**, Farr 36, Colahan/McManus, Marblehead, 30. (10 boats)

PHRF-5 — 1) K2, J/120, Luis Gonzalez, Mallets Bay, VT, 23 points; 2) Euro Trash Girl, J/120, Nicole Weaver, Annapolis, 29; 3) Qui B5, J/120,

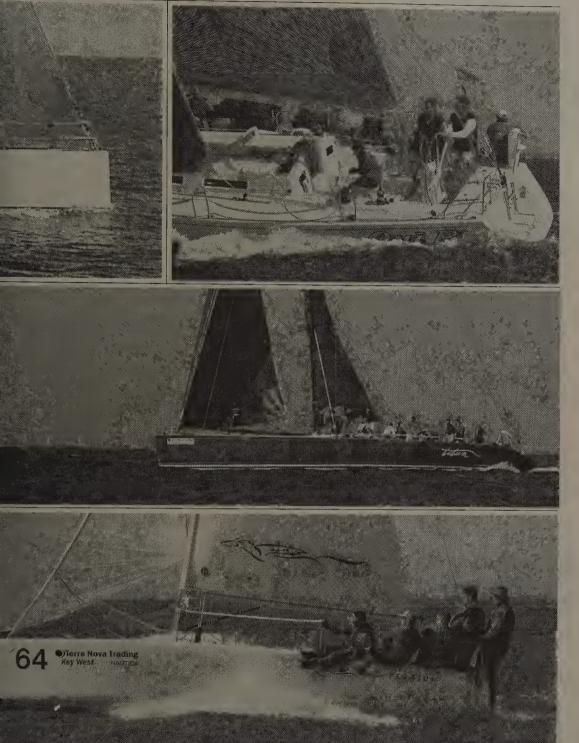
John Sylvia/Norman Davant, San Francisco, 30; 4) El Ocaso, J/120, Rick Wesslund/Randy Bigony, Tiburon, 34. (12 boats)

PHRF-6 — 1) **Bounder**, Sydney 36, David Hudgel, Detroit, 13 points; 2) **Le Cygne**, Beneteau 40.7, Ron Chapman, Annapolis, 18; 3) **Man O' War**, J/35, Beery/McRee, Pascagoula, MS, 23.5. (14 boats)

CORSAIR 28R — 1) Bad Boys, Bob Harkrider, Augusta, GA, 13 points; 2) Condor, Freudenburg/ Hudgins, Sewall's Point, FL, 17; 3) Rocketeer II, Ken Winters/Randy Smyth, Miami Beach, 18. (10 boats)

### DIVISION THREE (Dave Brennan, PRO):

MELGES 24 — 1) P&P Salling Team, Philippe Ligot, FRA, 23 points; 2) Pegasus 492, Shark Kahn,



Key Weird, cont'd — The J/120 'Oui B5' was third in PHRF-5 and top J/120; Peter Holmberg, tactician on the R/P 75 'Titan', fell overboard during this botched takedown; Melges 24 superstar Shark Kahn turned heads once again. All photos by Rich Roberts except as noted.

Santa Cruz, 27; 3) Baghdad, Kristian Nergaard, NOR, 50; 4) Blu Moon, Franco Rossini, SUI, 52; 5) Terra Nova Trading, Ian Cleaver, SCT, 57; 6) Pegasus 575, Philipe Kahn, Santa Cruz, 59; 7) Tickler, Sheldon Ecklund, West Palm Beach, FL, 60; 8) Star, Jeff Ecklund, Ft. Lauderdale, 69; 9) Devotissimo, Franco Mavia Rao, ITA, 74; 10) Monsoon, Bruce Ayres, Newport Harbor, CA, 79...18) Shadow, Peter Stoneberg, San Francisco; 25) Grinder, Jeff Littfin, San Francisco; 36) Go, Dogs, Go!, Tim Hawkins, Santa Cruz. (58 boats)

J/105 — 1) **Zuni Bea**r, Rich Bergmann/Shawn Bennett, San Diego, 28 points; 2) **Masquerade**, Tom Coates, 28; 3) **Savasana**, Brian Keane, Marión, MS, 40. (29 boats)

J/80 — 1) Warrior, C. & M. White, Fort Worth, TX, 24 points; 2) Sooner Magic, Mac Kilpatrick,

Fort Worth, TX, 29; 3) Banjo, Rod Johnstone, Stonington, CT, 30. (20 boats)

DIVISION FOUR (Wayne Bretsch, PRO):

CORSAIR 24 — 1) Breaking Wind, Robert Remmers, Buda, TX, 10 points; 2) I-Fly, Steve Marsh, Miami, 14; 3) Super Fly, Mike Gettinger, Glenwood Springs, CO 21. (9 boats)

PHRF-7 — 1) Phaedra, Evelyn 32-2, Robert Patroni, Pensacola, FL, 19 points; 2) Bloody Hell, Evelyn 32-2, Mike Perry, Somers Pt., NJ, 20; 3) Patriot, Evelyn 32-2, Chip Crawford, Lexington, KY, 23. (12 boats)

PHRF-8 — 1) **So Far**, Swan 48, Lawrence Hillman, Chicago, 15 points; 2) **Hot Ticket**, Farr 37, Jim Hightower, Houston, TX, 21; 3) **E-Ticket**, Moorings 38, Dan Myers, Lighthouse Point, FL, 22. (9

boats)

C&C 99—1) **Trumpeter**, Wally Hogan, Toronto, CAN, 14 points; 2) **Graffiti**, Pat Huntley, Erie, PA, 25; 3) **Lakota**, David Roggenkamp, Rochester, NY, 29. (11 boats)

PHRF-9 — 1) Kelly, Beneteau First 10, Andrew Cheney, St. Petersburg,21 points; 2) Rhumb Punch, J/20, John Edwards, Solomons, MD, 28; 3) Invincible, N/M 30, Gaustrau/Lees, Annapolis, 32. (10 boats)

PHRF-10 — 1) **Phantom**, B-25, Frank Silver, Kill Devil Hills, NC, 15 points; 2) **Ego Tripp**, Tripp 26, Rich Harrison, Annapolis, 19; 3) **Amethyst**, J/27, Davies/Eppig, Glen Cove, NY, 24. (7 boats)

TARTAN TEN — 1) Liquor Box, Simon/Buckles, Key West, 13 points; 2) Cygnet, Tim Rathbun, Chicago, 16; 3) Maverick, Andrew Nicoletti, Chicago, 19. (11 boats)

PHRF-11 — 1) Circus, J/30, Team Circus, Chicago, 18 points; 2) Outtasight, Wavelength 24, Lydia King-Rayner, 25; 3) Dr. Feelgood, J/24, Fischel/Hensyl, Savannah, GA, 30; 4) Lucky Ducky, WylieCat 30, Hall Palmer, San Francisco, 33. (12 boats)

KEY WEST RACE WEEK BOATS OF THE DAY:
MONDAY — Pegasus 575, Melges 24.
TUESDAY — Pendragon V, Farr 40.
WEDNESDAY — Rosebud, R/P TP-52.
THURSDAY — Masquerade, J/105.
FRIDAY — Rumor, J/30.

### INTERNATIONAL TEAM COMPETITION:

1) Europe B (Mean Machine, Baghdad), 54 points; 2) France (Twins 2, P&P Sailing), 66; 3) USA West Coast (Crocodile Rock, Monsoon), 67; 4) Europe C (Breeze, Blu Moon), 77; 5) Italy (Joe Fly, Devotissimo), 81. (9 teams)

29th ANNUAL FT. LAUDERDALE-KEY WEST RACE (Lauderdale YC; Jan. 14-16, 160 miles):

CLASS I — 1) Rosebud, R/P TP-52; 2) Sjambok, 1D-48. (6 boats)

CLASS II — 1) So Far, Swan 48; 2) Quick Whit, Beneteau 42. (6 boats)

Beneteau 42. (6 boats) CLASS III — 1) Holy Toledo!, Hobie 33; 2) Mi-

rage, Hobie 33. (5 boats)
CLASS IV — 1) E-Ticket, Beneteau 38; 2)

Willowind, Custom 39. (5 boats)
CLASS V — 1) Sea Turtle, 'Beneteau'; 2)
Sunquest, Beneteau 411. (5 boats)

MULTIHULL I — 1) Gray Mare, Corsair 31; 2) Lei Loe, Corsair 31; 3) Green Flash, Osborn 42. (8 boats)

MULTIHULL II — 1) Catnip, Seawind 36; 2) Double Trouble, Catana 36. (7 boats)

OVERALL—1) Sea Turtle; 2) E-Ticket; 3) Holy Toledo!. (27 monohulls; www.keywestrace.org)

### **Race Notes**

Heading south: San Diego YC expects a small but high octane fleet of around 20 boats to sail in their **San Diego-Manzanillo Race**, scheduled to start on February 24, 26 and 27. Fifteen boats are currently entered, and at least six more are expected to sign up before the February 1 cut-off. The official entries are *Magnitude* (Doug Baker's still-building Andrews 80, which apparently may not be done in time for the race), *Al*-

# THE RACING

chemy (Andrews 77), Velos (Tanton 73), Medicine Man (Andrews 61), Blue (J/160), Maitri (J/160), Stark Raving Mad (J/145), Horizon (SC 50), Spirit (Hylas 54), Between the Sheets (Jeanneau 52.2), Equity (Swan 46), Paddy Wagon (Ross 40), Tranquility (Beneteau 40.7), Iataia (Beneteau 40.7), and Magic (Peterson 44).

Other boats which apparently will be there include *Sorcery* (Mull

80), **Stars & Stripes** (R/P 50), Victoria V (Andrews TP-52), Indigo (J/160), **Wasabi** (Farr ILC 46), and Black Knight (Farr 39). The proposed Las Hadas Race Week and Charity Regatta, a new buoy series in Manzanillo after the 1,120-mile race, looks shaky, as no one has signed up for it yet. MEXORC, scheduled to begin on February 14 in Puerto Vallarta, also promises to be lightly attended this year. Check out www.sdyc.org for the latest news.

The big kahuna: The **13th West Marine Pacific Cup** lists 65 paid entries on www.pacificcup.org. That's a healthy turnout by most standards, but a far cry



Orange crush — Brooks Reed, with Matt Noble on the wire, won the 29er class at the huge Orange Bowl Regatta in Florida.

from their 'sold-out' status at this point in past years. Among the latest sign-ups are Misty (Cal 39-2), Dianne (Express 27), Vagabunda (HC 40), White Fang and Inspired Environments (both Beneteau 40.7s), America's Challenge (Volvo 60), Bravo (Pretorian 35), Maitri (J/160), and Surprise (Schumacher 46). The 147-ft Mari-Cha IV, the largest racing yacht in the world, has yet to enter, though it is still expected to do so. Entries close on April 1, and PCYC officials are hoping for a 70-boat fleet. Anyone interested in

the upcoming Pac Cup is encouraged to show up at Fort Mason Center on February 21 for their first seminar and winter get-together.

More Hawaiian races: Over 30 competitors have expressed an interest in the **IBM 2004 Vic-Maui Race**, the biennial 2,308-mile run from Victoria to Lahaina

beginning June 23. James McDowell's SC 70 *Grand Illusion* currently holds the course record (9 days, 2 hours, 8 minutes), set in the windy year of 1990. Check out *www.vicmaut.org* for more. . . Singlehanded sailors notoriously don't sign up for the **SSS TransPac** until the last minute, so organizers aren't sure how many boats will show up for their June 25 race to Hanalei Bay. Current estimates put the fleet at around 15 boats, almost double the 2002 turnout of eight boats.

Miscellaneous midwinters: Dennis Conner sailed his blue R/P 50 **Stars & Stripes** to overall victory in San Diego

# Sail-a-Small Boat Day

Saturday, March 6, 2004 from 11 AM to 4 PM

# Free rides in Centerboard Sailboats at Richmond Yacht Club



On Saturday March 6, the Richmond Yacht Club invites you to Sail-A-Small Boat Day. This is your opportunity to try out more than fifteen different small boats on San Francisco Bay — absolutely free. Our goal is to get you out on the water, sailing in some of the finest conditions you will find all year.

Come experience some fast and fun dinghy sailing. You can try sailing in 29ers, International 14s, 505s, FJs, El Toros, DeWitts, Ultimate 20s, Bytes, Mega Bytes, Lasers, Sunfish, Thistles, Lightnings, International Canoes, Wylie Wabbits and Snipes.

Whether you are looking for the unsurpassed exhilaration of a small one design dinghy like the 505, where the boat planes over the waves at more than 10 knots, or you want the mental challenge found in large fleet racing, like the EI Toros and or Lasers, where you match tactics and strategy on a constantly moving playing field, you can find it all at Sail-A-Small Boat Day.

Starting at 11 in the morning until 4 in the afternoon representatives from all the classes will be available to show you their boats on display in the boat yard and then get you into the boats already in the water. You'll get a chance to sail in the RYC harbor and in the Potrero Channel — the very best for warm and supply midwinter sailing



For information call (510) 232-6310

YC's low-key New Year's Day Race, coming back from an OCS to post the best time in the nearly 100-boat fleet. . . Alan Field's Farr 40 *Temptress* won Del Rey YC's Malibu Race on January 1, correcting out first in the 80-boat fleet. *Medicine Man*, Bob Lane's turboed Andrews 61, sailed the 23-mile course in 2 hours, 7 minutes

— believed to be a new course record... San Francisco YC's **Winter Race Clinic #3** attracted 11 J/105s on January 10. Three races were held on the Southampton course before the wind evaporated. **Juxtapose**, sailed by Ariel Poler and Cindy Weitzman, took the day with 7 points, followed by Bruce Stone's **Arbitrage** (10) and Don Wieneke's **Lulu** (11). No Farr 40s showed up to race.

Speaking of **Farr 40s**, most of that class seems to be for sale now. After the Worlds here on the Bay in September, even more may come on the market. "Maybe this isn't all bad," claimed **Norman Davant**, new owner of Sail Cali-



Leeward mark action at the Little Daddy Regatta (aka NorCal #4), a high school event hosted by Richmond YC.

fornia. "I'm meeting with Geoff Stagg of the Farr office at Key West Race Week to discuss implementing national 'B Fleet' rules for the lower-key Farr 40 programs — things like wetsailing only, just one pro, stricter sail limits, kids ride free, etc. If we succeed in creating a kinder, gentler environment for the owners, the class should come roaring back."

The envelopes, please: St. Francis YC announced their top sailors of 2003 last month. The ubiquitous **Perkins Brothers (Chris, Phil, Jon)** were collectively

named the Yachtsmen of the Year, while Joy Siegel, who put in a remarkable 52 days on Race Committee in '03, was honored as Yachtswoman of the Year. Scott Sellers (Express 27 Swamp Donkey) was named Sailor of the Year (top amateur); Star campaigner Paul Cayard won the trophy for outstanding national or international small boat sailor; Ed Bennett earned the Manny Franzel Trophy (top race committee volun-

teer); and **Rob Parrish** was the top Junior Sailor.

More kudos: Santa Cruz YC also recently honored **John Siegel** (Wylie 42 *Scorpio*) and **Stacy Ely** (Santa Cruz Yachts) as their 2003 Yachtsman and Yachtswoman of the Year. **Brooks Reed** was named Junior Yachtsman of the Year, while **Emma Reimer** took Junior Yachtswoman.

Super-maxi showdown: Grant Warthington's canting-keeled 98-ft *Skandia Wild Thing* took line honors in the 628-mile **Rolex Sydney-Hobart Race**, finishing in the non-record time of 2 days, 15 hours (about 20 hours off the Volvo 60

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Classes are held from 9am to 4pm.

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Summer Session: TBD

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# THE RACING SHEET

Nokia's record 1999 time). Another hot new 98-ft maxi — the water-ballasted Zana — finished just 14 minutes back. Skandia and Zana were the biggest boats ever to sail in this race, but conditions weren't right for a record run. Ludde Ingvall's 80-ft. Nicorette, recently retrofitted with a canting keel, pulled the plug on the race after destroying its daggerboard on a submerged object and damaging their keel and the surrounding hull. Overall corrected honors in the 58-boat fleet went to First National Real Estate, a Beneteau 40.7. See www.rolex-sydneyhobart.com for much more.

Bowled over: The USC-hosted Rose Bowl Regatta, held at Alamitos Bay YC on January 3-4, was once again the largest combined college and high school sailing competition in the country. Stanford, anchored by sophomore 'A' skipper Brian Haines, won the collegiate contest, while Marin Catholic scored a huge upset over the 47-team high school field. Marin Catholic skippers Cameron McCloskey in 'A' and Morgan Gutenkunst in 'B' each dominated their divisions in the runaway victory. Full



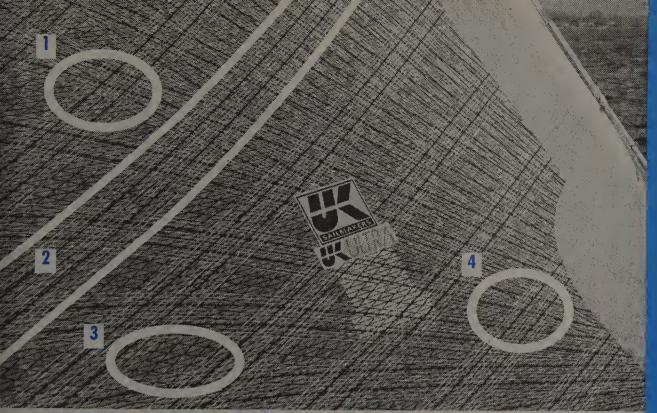
Houston, we have lift-off — Howe Hamlin's 'West Marine' gets some air at the 18-Footer Skiff Worlds last month in Sydney.

results and photos are posted on www.abyc.org...Brooks Reed and crew Matt Noble won the 7-boat 29er class at the huge Orange Bowl Regatta in Miami on Dec. 26-30. Rob Parrish and Michael Kusehner were seventh out of 102 boats in the 420 class. About 620 junior sailors sailed in eight different

classes, making this the biggest youth regatta in the country. See www.coral-reefyachtclub.org for more. . . Locally, San Mateo High School won Richmond YC's Little Daddy Regatta over a 29-boat field on January 17-18. The winning team was Brian Malouf/Boris Andreyev in 'A' and Andrew Mead/Matt Werner in 'B'. Full results are posted at www.pcisa.org.

Random notes: David and Julie Wiard recently sold their quick J/24 Nixon Was Cool to Chet Chauhan of San Francisco. "We'll crew in some other fleets before jumping back into another program," they said. . . Defending champions Howie Hamlin, Mike Martin and Andy Zinn finished ninth out of 22 boats at the J.J. Giltinan International Championship in Sydney Harbor, aka the 18-Foot Skiff Worlds. UK dinghy ace Rob Greenhalgh and his RMW Marine Team won the slam-bang event, just as they did when the skiffs came to San Francisco last September. If you missed that show, don't despair — the 18-Foot Skiffs will return to St. Francis YC for another showdown on August 29-September 3.





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With reports this month on The Politics of Respectful Traveling, fond memories of a Family Charter in French Polynesia and miscellaneous Charter Notes.

### Can't Get No Respect: How Not To Be An Ugly American

Among the rewards of traveling to farflung places is the realization that, under our skin, we humans are all basically alike. Peel away the trappings of wealth or poverty, look beyond deeprooted cultural traditions, and you'll find that most folks you meet, be it on a sunkissed island in the South Pacific or on a rocky path through the Andes, all want the same sorts of things. Health, prosperity and peace come to mind, of course, but somewhere near the top of everyone's list you'll also find the word "respect."

We have been fortunate enough to travel in many parts of the world - on both land and sea - and we can honestly say we've met wonderful people just about everywhere. Unfortunately, we've also met plenty of a--holes, too. And, sadly, some of the worst offenders were Americans.

It's not that these folks necessarily meant to be rude, thoughtless, uncaring and disrespectful, it's just that they were clueless about the values and sensibilities of the people whose home turf they were visiting. One of the liabilities of living in an enormous country like ours is that many citizens rarely, if ever, interact with foreign cultures — as opposed to, say, Europeans, who can barely take an afternoon stroll without crossing a national boundary. When poorly-traveled

Regardless of where you charter, if you fail to show proper respect when dealing with immigration officers, you will soon regret it.



Americans do venture abroad, it's not surprising that they unwittingly assume everyone else in the world not only shares our values, but also aspires to be just like us. Not so.

In these troubled times, when much of the world considers our government's overseas policies to be arrogant, if not imperialist, American travelers need to be more respectful than ever in order to receive the same in return. So here are a few thoughts on how not to come off as the archetypal ugly American in the eyes of your foreign hosts.

The most fundamental thing is to put yourself in the shoes of whomever you are dealing with, be it a shopkeeper, taxi driver, restaurateur or charter company employee. Imagine how you'd feel if you'd worked your whole life and followed society's rules, yet were still barely able to make ends meet. Along comes a boatload of seemingly wealthy, happy-golucky Americans who barge into your shop noisily without offering so much as a "Hello," then commence complaining aloud that your beer's not cold enough. there's dust on your packaged goods and your prices are outrageous. And for the life of them they can't understand why

Consider the circumstance — wild and lascivious behavior may be cool at Carnival, but under normal circumstances it's definitely uncool.





you greet them with daggers in your eyes.

Some things are universal, and a desire for respect is one of them. It takes minimal effort to show a little respect. yet doing so can make a tremendous difference in the attitude you'll be shown in return. In the example above, the better way would have been for the group to immediately greet the shopkeeper with a pleasant "Good day" and attempt to engage him in small talk — about the weather, how much they love his country, or whatever — before rummaging through his wares. From our experience, that's all it takes to let it be known that you are one of the good guys.

We're not suggesting that you adopt a transparently phoney or patronizing attitude, but simply that you show the locals - wherever you travel - the same respect that you would expect if they visited you here at home. Regardless of what business you are dealing with, make it a point never to let the first words out of your mouth be, "I want. . . " Sounds simple, but it makes a huge difference.

Within the fast-paced business world where many of us spend the majority of our waking hours, adopting a hardboiled 'New York attitude' may be appropriate — even a survival technique — but

# OF CHARTERING



exhibiting such brusque behavior intourist destinations will generally piss off the locals faster than you can say "@#\$%& gringo."

Bear in mind also that even though we may not think of ourselves as 'rich', when compared to many foreign cultures — even those that are pristine enough to have charter bases — our standard of living, the clothes we wear and the fancy gadgets we tote around definitely qualify us as privileged, if not wealthy, in the eyes of the local citizenry.

Next point: Never pressure your foreign hosts to rush through a task they are performing for you, be it completing your customs paperwork, filling up your diesel tank or cooking your breakfast. Instead, force yourself to slow down to their speed. Trust us, it will work out much better that way. Especially in the tropics, where everything and everybody seems to move in slow motion, it's wise to bite your lip, count to 20 — or 1,000 if necessary - and succumb to the fact that folks in the tropics simply operate at a different speed than you do back in mainstream America. Trying to rush them will generally only breed resentment, resulting in their moving even slower just to spite you — and possibly

burning your eggs.

Always bear in mind that it's their country, their culture and they make the rules. So slow down and smell the roses, or hibiscus, as the case may be. After all, chilling out is what vacations are supposed to be about, right? Besides, you've spent a small fortune to get to this exotic wonderland, so why not focus on immersing yourself in the sights, sounds and cultural curiosities of the place, instead of stressing out over lost time.

This brings us to our final point. Anyone who's traveled alone knows that you tend to meet a lot more new people when solo — and perhaps have

more adventures — than you would when moving about in a group. By the same token, when you travel with a boatload of six or eight people, you sometimes have to remind yourself to look beyond the social safety zone of your own boatmates and mix with the local folk. It sounds like a no-brainer, but a lot of charterers inadvertently spend every shore excursion of their entire vacation bustling around in a group, as though they'd arrived on a bus tour.

So don't be afraid to explore a town or village alone or as a couple. The intimate conversations you may have, or perhaps even invitations to visit or dine in a local person's home, can greatly enhance your overall experience by giving you unique, firsthand insights into their world. We can testify that sometimes such short-lived encounters can result in lasting friendships and/or enlightening pen pal correspondence. Bob, Sally, Harry and Jane (your boatmates) are great people, of course, but you can hang with them anytime. Don't unconsciously cheat yourself out of what might otherwise be some of the most memorable moments of your trip.

In a sense, we are American ambassadors when we travel overseas, so even carefree vacation travel comes with a responsibility to bolster, rather than detract from, our national reputation.

— latitude/aet

Readers — If you've had experiences during a charter trip that illustrate any of the points we've made above, we'd love to hear about them. (Write to: andy@latitude38.com.)

### A Two-Family Cat Cruise In Tahiti's Leeward Islands

Last August we had the pleasure of sailing for 10 glorious days in the Leeward islands of Tahiti — Les Illes Sous le Vent. With a full contingent of kids along, choosing to charter a Belize 43 catamaran from Sunsail proved to be a wise decision.

After rendezvousing in L.A. with friends from London — Andrea, Kirsi and their sons Marco, 11, and Paolo, 9 — we took an overnight Air New Zealand flight to Papeete, Tahiti, arriving in plenty of time to catch an Air Tahiti puddle jumper to the island of Raiatea. Including my wife Susan and me, plus our daughters Claire and Elise, who are both 11, we were a crew of eight.

The Sunsail people were fantastic from beginning to end. We were greeted warmly at the airport with leis and a ride to the base in Faaroa Bay. We stopped along the way at a store in Uturoa to buy some fresh baguettes to add to the provisions which we'd purchased in advance through Sunsail. After a thorough brief-

For both cruisers and charterers, getting to know local artisans is often a highlight when visiting French Polynesia.



### WORLD

ing on the boat systems and area charts, we set sail that same afternoon.

Although I have chartered quite a few times, I have never sailed extensively in the South Pacific. Having been spoiled by the fabulous trade winds and warm waters in the Caribbean, my expectations were frankly low. I was mistaken. Our trip was marked by very good sailing, usually easterly winds of at least 15 knots, great snorkeling with tons of tropical fish, sting rays, manta rays, flying fish, dolphins and beautiful blue waters. In most places, you could find fresh baguettes and croissants for the morning. The different shades of blue in the water were unforgettable.

The first day, we did not travel far, anchoring at the Motu Irihu, just outside the bay of Faaroa. The motu is sort of a Tahitian public park, with a sandy beach, picnic tables and some good snorkeling nearby. We tested out our double kayak, checked out a partially-sunken trimaran, and later fired up the charcoal barbecue to grill some tuna steaks. This was paradise!

After swimming in the morning, we sailed to the Island of Tahaa, which is actually enclosed within the same reef as Raiatea. Unlike the Caribbean, the buoyage system is excellent, and it seemed that virtually all reefs and passes were well marked. The French system is different than the 'red right returning' method in the U.S., however. For channels, red marks line the inside edge of the lagoons closest to the island, green marks are on the outside of channels and

"Are we having fun yet? Oh, yeah!" In fact, we wouldn't be surprised if the author had trouble getting his family to leave for home.





cardinal marks indicate whether to pass to the north, south, east or west of particular obstructions. For entering and exiting the lagoons surrounding each island, the method is opposite of red right returning: When you enter a lagoon through a pass from the sea, you keep the red mark to port.

In Tahaa, we stopped first at the Motu Mahaea. The kids particularly enjoyed a demonstration at the fish park at nearby Motu Toahotu, where they could see the deadly stone fish, puffers, moray eels, sharks, and swim with turtles and sting rays. Afterwards, we left our dinghy and walked up toward the east side of Toahotu, jumped in the water and drifted with the current along the edge of the motu. This was perhaps the most fabulous snorkeling we experienced, a rich and colorful reef with coral and tropical fish, and a spectacular dark blue dropoff to deeper water on one edge.

We continued our cruise along the Northern side of Tahaa, anchoring at Tautau, which was relatively close to the pass at Papai for our passage to Maupiti the following morning. The anchorage at Tautau was beautiful, we were able to park the cat over a relatively shallow shelf in about 2.5 meters of water.

The next day we set out at sunrise (about 6 a.m.) and were greeted at Passe Papai by a school of dolphins. Although everyone recommends that you take two days to get to Maupiti, with a stop at Bora Bora, we decided to chance it in one day.

We were a little nervous because there is only one pass at Maupiti, and it is sometimes impassable.

This turned out to be a rippin', funfilled 50-mile downwind sail with winds over 25 knots, gusting over 30. The cat handled well off the wind, achieving surfing speeds over 16 knots. We arrived at the pass about noon and were nervous because there were large swells. The Bonnette/Deschamp Guide to Navigation writes that at noon, there could be current ebbing at 6 to 8 knots. Our plan B, if the pass was not possible, was to turn around and head back to Bora Bora.

At Sunsail's earlier suggestion, we called Richard, a Maupiti native who has a contact with Sunsail. (We had earlier rented a cell phone, and there was coverage throughout the islands.) Richard said the pass was "no problem," so we took a closer look. Although there were white-knuckle moments, Richard was right, the pass was fine. Once inside, we were treated to a beautiful lagoon, with only about eight sailboats visiting the entire island. Ours was the only charter boat. The water was turquoise blue, with a couple of large rays circling the bay. We spent the rest of the day windsurfing, kayaking and beachcombing on a wonderful gently-shoaling beach. You could walk in the water for 150 meters off the beach.

We made arrangements to meet Richard in the morning for some bread. He showed up with both baguettes and

# Spread: With easy water access and acres of deck space, the Belize 43 is a

croissants - we were in heaven. He also arranged for us to rent bicycles, so after breakfast we cycled around the whole island. We stopped for lunch at the main beach, where we saw more stingrays and could wade several hundred meters across to a motu for a beach picnic.

popular choice for family charters. Inset:

Elise makes a new friend.

Ice and water are generally unavailable in Maupiti. Since our 600-liter water tank was running very low, we were 'forced' to leave for Bora Bora. With the wind on the nose, the 25-mile cruise (much longer given our tacks) took over nine hours. The catamaran, which runs beautifully off the wind, could not really point well.

We'd been looking forward to showers and dinner at the famous Bora Bora Yacht Club, but upon arrival, Peter, who runs the Club, could not offer a mooring, so we decided to anchor. There were OF CHARTERING

few choices, so we anchored in 26 meters of water, on the fringe of the mooring field. Before we could dingly ashore, however, Peter asked us to move and advised us that we could not use the facilities.

It was dark by the time we got underway for an anchorage near Vaitage, but luckily there was nearly a full moon. Susan's pasta dinner and our nightly card games chased away our disappointment.

Several boats left the BBYC the next day, and although we'd not been favorably impressed by Peter, we gave the club another chance in order to get water. We were rewarded with good facilities, fresh water, a decent restaurant, showers, ice and a beautiful spot. All was right with the world again. Peter became friendly and helpful, telling us that there were four manta rays sighted off Point Fitiuu. We decided we liked him after all.

We went looking for manta rays. We found them at the point mentioned by Peter, aided somewhat by several commercial boats that were obviously delivering customers to see the rays. These creatures are amazing, large and graceful, gliding slowly through the water. We overnighted lying over a shelf in 2.5 meters of water near Motu Tupe.

We'd intended to have a cocktail and a look around the swank hotel Le Meridien Bora Bora, but were turned away by a guard at the dock, who was anything but welcoming. The place was clearly not "completely full," as we were told, and we could not understand their policy of prohibiting visiting yachties from looking around and spending some money.

We left the next day, and returned to Tahaa through Pass Papai, and into Baie

Hurepiti. There we visited the Yacht Club Hibiscus, and later visited a pearl farm and learned about the island's vanilla trade. The talk given at Vai Poe was free (although they offer pearls and vanilla beans and extracts for sale), as well as informative and a lot of fun. Hibiscus is run by a character named Leo, who has established a foundation to save turtles. He also runs a restaurant, where we enjoyed the best version of the island delicacy Poisson Cru - essentially marinated raw fish. Leo also maintains a good, cold supply of Tahiti's best beer, Hinano. We spent the night on one of the two moorings at Hibiscus, at no extra charge.

Our last anchorage in Raiatea was at the south side near Motu Naonao (Mosquito Island), where we enjoyed the anchorage and a wonderful sandy beach all to ourselves.

The checkout back at the Sunsail base was painless, and we easily made a 12:30 flight back to Papeete, where we played tourist for another day. The municipal marketplace in Papeete is definitely worth a visit — everything from pareos (sarong wraps), to fresh fish and produce, to baskets, clothing, wood carvings, and restaurants.

Now back home as I write this, we are already planning our next cruise — this time to Turkey — in hopes that doing so will dampen the onset of the post-vacation blues.

> — art hartinger berkeley

#### **Charter Notes**

It may seem like summer is still a long way off, but in terms of vacation planning, it's right around the corner. As we often remind you in these pages, the most popular types of boats typically get

### USEFULTIPS

The author offers these planning tips to future Tahiti charterers:

 Bring reefwalkers or other hard-sole shoes so you can walk in the water, on reefs and along the beach. After a close look at a stonefish — yes, they look just like a rock on the bottom — I was wishing my reefwalkers had harder soles.

· French charts don't have compass roses. You will have to use a protractor. I guess it's a French thing.

 You can rent a cell phone, and it will have coverage throughout the islands. Phone cards are available at the post office.

 Charter companies have a supply of masks, fins and snorkels, but take your own equipment If you want to ensure a good fit.

• Bring a star chart. The stars are amazing.

· Bring new clothespins — old ones with rusty springs can rust against your clothes.

Although I get routinely razzed about it (I know, you have to travel light, light, light), I take glant duffel bags filled with water toys, life jackets, alternative flotation devices, giant backgammon boards, etc.) I am prepared to have all of this lost by the airlines, as my essentials are in a very small carry on bag.

### ON CHARTERING IN TAHITI

 Consider bringing a handheld VHF to keep track of those taking side excursions. I also like to take my handheld GPS so I don't have to figure out the one on board, and I can use it in the cockpit.

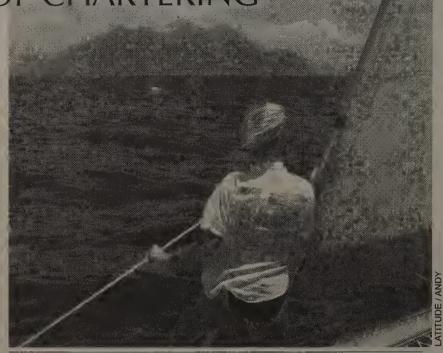
· I don't smoke, but noticed that the cigarettes in Maupiti are about \$1 cheaper than in the Bay Area. Is this another tobacco conspiracy, or just taxes?

Establish a life jacket rule, and stick with it. Although our kids can all swim well, when underway they had to wear a lifejacket if they wanted to leave the cockpit.

# WORLD OF CHARTERING

booked six months or more in advance - especially in areas with relatively small charter fleets. So take our advice, recruit a boatload of sailing mates, set a date and commit to it with a deposit. It will then simply be a matter of organizing the rest of your life around those charter dates, as opposed to waiting until the 11th hour and having to scramble for both a boat and descent air fare.

**Air pricing**, in fact, is the other primary reasons why savvy travelers lock in their travel plans far in advance. You may be able to find last-minute bargains on short hop flights, but not to far flung destinations like the Caribbean or South Pacific. And if you plan to use **frequent flyer miles**, you *really* need to make your booking with substantial lead time.



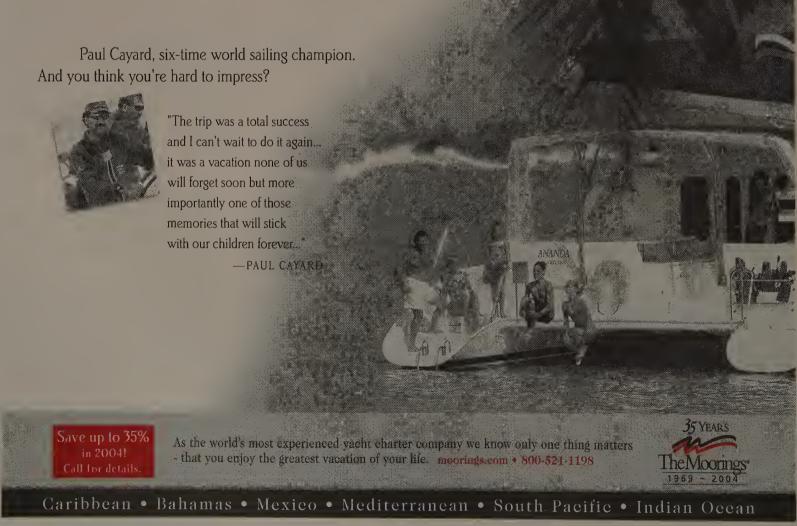
Taken any killer photos while on charter recently? If so, consider entering them in The Moorings photo contest.

If there were a Yacht Chartering Hall of Fame, **Charlie and Ginny Cary** would certainly be among the first inductees. Back in 1969, they founded **The Moorings** in the British Virgin Islands — by most accounts, the first bareboat charter outfit. In celebration of their 35th year

in operation, they are offering a variety of special promotions this year, one of which is a **photo contest**. Winning entries will be published in a national boating magazine, and the grand prize will be a **weeklong charter in the BVI**. For details on the contest and other promotions, call (800) 368-9991 or visit the website: www.moorings.com.

Speaking of special offers, you'll find that the websites of many of the larger charter firms frequently offer dis-

counts for certain dates and locations. The catch, of course, is that you usually have to travel on short notice. Still, they are worth a look. Special offers aside, you'll find that the websites of most charter firms give extremely useful info on both the destinations they serve and the boats they offer. Pricing is often withheld, but perusing websites can be a very worthwhile step in planning future trips.







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### **CHANGES**

With reports this month from **Akauahelo** on wanting to 'puddle jump' from Hawaii to the Marquesas; from **Sea Bear** on crossing the Atlantic nine times, and more, in the last eight years; from **Rejoice** on nearing the completion of a nine-year circumnavigation; from **Nymph** on big problems with an immigration office blunder in Costa Rica; from **Cheval** on cruising the Med and sailing across the Atlantic; from **Spindrift** on wishing they were back in Mexico instead of being in the Florida Keys; from **Seadream** on problems with DHL in Mexico; and **Cruise Notes**.

### Akauahelo — Royal Passport 47 Brent & Susan Lowe Wanting To Do The Puddle Jump (Walnut Creek)

Akauahelo was listed as a participant in the 2003 Pacific Puddle Jump, but we never quite caught up with the rest of the 'Jumpers'. We left Panama in late March and had a great sail down to Salinas, Ecuador, where we completed our provisioning for the trip across the Pacific. While the trip to Ecuador adds about 200 miles to the Galapagos leg, it can typi ally mean fewer total sailing days because of the better winds. We reached the Galapagos in mid-April and took advantage of the newly available 30-day, multi-island sailing permits. After a great month in the Galapagos, we left for the Marquesas and made landfall at Fatu Hiva on June 7. By that time pretty much all of the Puddle Jump crowd had moved west ahead of us.

We had picked up a 90-day visa at the French Consulate in Panama, so when we we checked in with the *gendarmes* at Hiva Oa, we were told that we didn't have to post the normal bond. Great! After a few weeks in the beautiful Marqueses, we decided that we just couldn't rush through. So we ended up spending 4.5 months exploring five of the islands and dozens of excellent anchorages. We heartily recommend that cruisers think about

Rumble in the thick South Pacific jungle. It's just one of the many good reasons not to rush through the Marquesas Islands.



the Marquesas as a season's destination rather than just a quick stop on their way west. Make sure to include Joe Russell's *Exploring the Marquesas Islands* in your library.

With the constant threat of being deported because of our expired visas, we left Nuku Hiva for Hawaii in mid-October, and had a generally good sail north. On the way, we buddyboated with John and Nancy aboard Nanjo, and stayed in contact with Bart on Blue Sky who was sailing up from Tahiti and was about one week ahead of us. We checked in daily with Don of Summer Passage, who confirmed our own weather reports. He was great radio company during our trip.

Hawaii has been a great stop, as it's just like being back in the U.S. in terms of being able to get anything you want for the boat. Unfortunately, dock space is a little tight right now, as a large part of the Ala Wai Marina in Honolulu has been condemned. We can't understand why! Anyway, this means they aren't accepting transients this year.

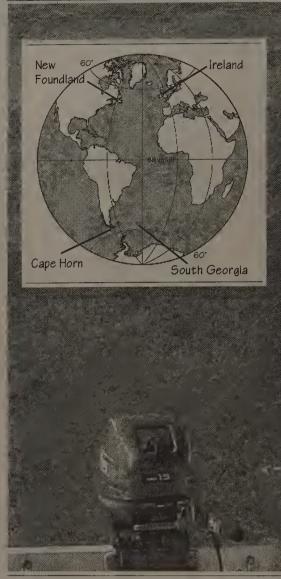
But here's our question: can we do the Puddle Jump again, but starting from Hawaii? We are toying with the idea of flying down to Puerto Vallarta for 'vacation' in March to meet this year's gang. We plan to depart Hawaii for French Polynesia in April.

— brent & susan 1/5/04

Brent & Susan — As you might expect, there are many stringent rules for participation in an event as prestigious as the Puddle Jump, but just this one time we'll make an exception for you. This year's Puddle Jump Party, co-sponsored by Latitude and Paradise Resort & Marina, will be at the Vallarta YC, on the grounds of Paradise Resort just north of P.V. on Tuesday, February 24. If you can't make it, mail us a SASE 9x11 envelope, and we'll send you a Puddle Jump burgee.

# Sea Bear — Wittholtz 37 Pete Passano The Most Recent 46,000 Miles (Marin County / Woolwich, Maine)

There is a theory among some longtime cruisers that the more cruising gear and money a person has, the less cruising he/she will actually do. We don't know



that that's necessarily true, but Pete Passano would certainly be evidence in support of such a claim. The 37-ft steel boat he and Bob van Blaricom built in San Venetia Creek behind the San Rafael Civic Center more than a dozen years ago has no roller furling, no shower, no watermaker, and no refrigeration. And for many years Pete has been cruising on about \$2,000 a month, all boat expenses included.

Nonetheless, the retired project engineer for Bechtel has done more cruising than most. When he had dinner with us in St. Barth on Big O in May of '96, the then 66-year old had already sailed 42,000 ocean miles. When we were in St. Barth again this New Years', who was the first person to bang on our hull? Pete Passano, of course, whom we hadn't seen in eight years. The now 74-year-old Passano told us that he's cruised another 46,000 miles since '96, including nine trips across that Atlantic Ocean! Hmmmm, maybe you don't have to have roller furling in order to go cruising after all.

And obviously, you don't have to have



Spread; Pete and Marina in 'Sea Bear's tender. Inset; As the map shows, when it comes to latitudes, Pete's been high and low.

a mega cruising boat with lots of crew to get around. Pete, who has sailed about 30% of his 88,000 miles singlehanded, likes his 37-footer because she's small enough not to require crew, but has been big enough to sail the world's roughest waters. Did we mention that he singlehanded around Cape Horn in a Force 12 survival storm? Or that more recently he, while singlehanding once again, had a collision with an iceberg in the Southern Ocean?

For the record, here's what the happy and healthy senior citizen has been up to since '96:

1996 — Sailed from the Eastern Caribbean to Maine by way of Bermuda.

1997 — Cruised Nova Scotia and Maine.

1998 — Did the 'Atlantic Circle', meaning New Foundland, the Azores, Madeira, the Canaries, and then singlehanded back to Barbados in the Caribbean for the winter.

1999 — Early in the year, Sea Bear was

wrecked on Necker Island, which is near Virgin Gorda in the British Virgins and is owned by Richard Branson of Virgin Airlines. "I was sailing from Anguilla to the British Virgins when it happened. It was getting dark and I was doing something down below with my son when the gal, who was at the helm, became distracted gazing at Branson's mansion. When I came on deck, we were already in shoal water and soon found ourselves on a reef. The staff from Branson's Island was won-

derful, as they rescued us in their inflatable, then put us up for the night, wining and dining us. The next morning, the manager told us that a one night's stay for nonshipwreck victims runs \$11,000. The guv who owned the salvage tug who pulled Sea Bear off said he

wouldn't even have bothered to come if she hadn't been built of steel, the coral is that destructive. I didn't have insurance, so I had to pay \$4,000 for the tow to the boatyard at Nanny Cay, where she was fixed and repainted."

The rest of '99 was spent sailing to the Dominican Republic, the Bahamas, Florida, and the Chesapeake.

2000 — After a spring launch, Pete sailed to New Brunswick, Maine, Bermuda, the Dominican Republic, and the Bahamas.

2000 — Starting in May, Pete sailed from Virginia to the Azores, Ireland, and then Cowes, England, for the 150th America's Cup Jubilee. He then continued on to Spain, Portugal, and the Canaries. For the Atlantic crossing to Brazil, he was joined by 34-year-old Cino Benedenelli, an Italian doctor who treats the poor six months a year, and surfs and sails the other six months of the year. "He was one of my best crew ever."

2002 — While in Brazil, Passano decided to sail to South Georgia Island, Shackleton's old stomping grounds, which is at 56° south, the same latitude as Cape Horn. Passano had long dreamed of sailing there. Singlehanding, he did it in 20 relatively uneventful days. Only 14 people live on South Georgia, which is seldom visited. From there, he singlehanded another 3,000 miles to Cape Town, South Africa.

"It was during this leg that I hit an iceberg. I'd gone down below for 10 minutes to warm my hands, as it was very cold. The next thing I knew, I'd hit this small iceberg. There were no others in sight. The bowsprit was bent, which slackened the whole rig for the rest of the passage." For completing the passage to Cape Town, Passano was presented with the Rod

The much-travelled, home-built 'Sea Bear' takes a rest on the hook at Gustavia. She's comfortable in the tropics and high latitudes.



Stephens Seamanship Award by the Cruising Club of America.

After getting a new bowsprit in Cape Town, Passano met a woman named Katherine, who, although she'd never spent a night at sea, agreed to accompany him 1,700 non-stop miles to St. Helena; 4,500 non-stop miles to Bermuda, followed by another 800 non-stop miles to Maine. "She didn't complain once. When, after 34 days at sea, I told her the voyage would end the next day, she was so disappointed."

2003 — Passano circumnavigated New Foundland before returning to Maine. While there, he met Marina, a tenant in a relative's apartment, who signed on as crew. The two of them sailed to New York, Bermuda, the British Virgins, and will be wintering in the Caribbean. After going as far south as Trinidad, they'll sail back to Maine.

Did we mention that Pete was 74?

If it seems as though Passano can't quite decide between the higher latitudes and the tropics, it's correct. "I enjoy the high latitudes, as places such as New Foundland and South Georgia Island are great. And it's wonderful to get away from people. On the other hand, it sure is nice to get to the tropics occasionally for the warm weather. But the crowds! It's so hard to find a lonely anchorage."

We couldn't help but ask Pete about the worst weather he's faced in his many miles at sea. "The worst was about Force 12, a survival situation, about 150 miles west of Cape Horn back in '95. The solar panel and windvane were damaged, but it wasn't anything that I couldn't survive. The worst long-term weather I've faced was way back in '66, when I was sailing across the Atlantic in a 35-footer. A naive sailor at the time, I didn't realize I should have shorted sail or hove to, for I made it

Pete and Marina sailed down to the Caribbean to escape the cold Maine winter. But they'll return for the summer.



halfway across in just nine days. When I later talked to friends on other boats, they told me they'd been hove to for five days. So even if the wind is fair, sometimes it makes sense to back off."

Pete Passano, it's hard to imagine him ever backing off.

— latitude/rs 1/5/04

Rejoice — Westsail 42 Bob & Sue Kendig Nine-Year Circumnavigation (Aspen, Colorado)

It was February of '95, when Bob, a lawyer, and Sue, a teacher, left the snows of Aspen to depart Newport Beach on a circumnavigation. They've only been home to Aspen once since, and that was back in '95, too. The couple had reason for confidence in their Westsail 42, as Bob's uncle, Charlie Donnelly, and family, had cruised her to New Zealand and back in '79-'81. This was, of course, in the days before GPS and other electronic navigation.

Bob and Sue started their trip by enjoying a leisurely 4.5 years in the Pacific, including an 18-month stay in New Zealand, and two years in Australia. "We visited every winery in New Zealand," they say, "doing much of the travelling by camper. When we got to Australia, we visited most of the wineries there, too." Between New Zealand and Australia, they had cruised as far north as the Marshall Islands, which are above the equator. Stopping once again, Sue took a job as a teacher.

When the two got to Darwin, Australia, they eschewed the normal cruiser path north to Thailand and Southeast Asia, figuring they could visit it later by plane. They were intent on visiting the Chagos Archipelago, the cruiser nirvana in the middle of the Indian Ocean, accessible only by private yacht. As such, they ended up sailing west from Darwin to the Kimberly Region of Australia near Broome. "It's a fascinating area with zillions of islands, more big crocs than anywhere in the world, but hardly any white people or wind." It also has extreme tides that rival the Bay of Fundy. This allowed them and some Aussie friends on a catamaran to power up the Croc River and anchor in a spot that actually became a landbound lake when the tide went out.

In preparation for setting sail to the remote Chagos, where no goods or services whatsoever are available, they filled their freezer full of meat and the lockers full of staples. While at the Chagos, they grew basil and tomatoes, and Bob even established an onboard brewery. The Chagos lived up to all their expectations.



In fact, their only regret is that they only stayed two months.

After the Chagos, cruisers are always faced with the same decision -- to continue west by way of the Cape of Good Hope or via the Red Sea and the Med. These, you'll remember, weren't the most reassuring of times, as it was only a short time after 9/11. Oddly enough, that was the exact day that the couple arrived at Cocos-Keeling Island in the Indian Ocean, which is actually a group of three small islands. The Aussies stay on one island, the Muslim workers on another island. and the cruisers are based on yet a third island. The Muslims they met there expressed great sorrow over the terrorist attacks.

In any event, the couple decided that with such a heavy military presence in the Red Sea, Indian Ocean, and the Med, that that route would actually be the safeest. And they didn't have any problems. In fact, they never had so much as a disagreeable word with any of the Muslims they met anywhere on their trip.

Despite spending two years in the Med, Bob wasn't terribly impressed. "I didn't



Spread; Bob, Sue, and the Westsail 42 'Rejoice' have been out for nine years now. Inset; The Chagos is out in the middle of nowhere.

like it much because it was so crowded. In many anchorages you had boats just a few feet away on both sides and in front and in back. And many of them were poorly anchored. In addition, there wasn't much wind in the Med. During our last year there, we put 600 hours on the diesel. Fortunately, we'd repowered in Australia."

One thing they did enjoy in the Med was the last Eastern Med Yacht Rally, which took them from Turkey down the Eastern Med to Syria, Israel, Egypt, and Jordan. One of the other boats in this event was Hall and Wendy Palmer's San Francisco Bay-based Beneteau 51.

The couple crossed the Atlantic between December 1 and 23 of last year, but didn't have the best trip. "During our Atlantic crossing, there was only one day in which we covered 150 miles. During our passage from Cocos-Keeling to the Chagos in the Indian Ocean, we averaged 150 miles a day."

"Despite the slow trip," says Sue, "we

probably had our strongest sailing winds of our entire trip. We're guessing it blew 40 to 50 knots with torrential rain for about 11 hours. What's more, there was constant lightning that was so brilliant it would temporarily blind us. We didn't know where to look to avoid it."

The only comparably bad weather they'd had previously was during a rough trip from Tonga to New Zealand when they

took a full knockdown, allowing lots of water to pour into the cockpit and even some belowdecks. That was the only time Sue was ever concerned for her safety. She was thrown during the incident, breaking or cracking some ribs.

Speaking of safety, we asked the couple how many cruising boats they know of that were lost during their travels. Sue was able to count nine — one a year — that they knew personally. They didn't have any cruising acquaintances who were lost at sea.

Sue says that she, like most women, doesn't care for the long ocean passages. "That's why I love it so much here in the Caribbean. The water is so beautiful, and af-

ter sailing for just a couple of hours, you're in a new country and culture. You don't have to do any overnight sails."

Bob allows that when they finish their circumnavigation this summer, they will think about getting "a less complicated boat" in the Caribbean for sailing a couple of months a year. "We're going back home because we need to work, not because we don't love places like St. Barth."

Although *Rejoice* had all the cruising gear, including a fridge, watermaker, gen set, etc, Bob wasn't one to spout the "cruising is repairing stuff in exotic ports" complaint. "Maintaining a boat while cruising is like having had our house in Aspen rented out — sometimes you get so frustrated you just want to sell the thing. But over the long haul it isn't bad. Our biggest problem was with the heads."

One of the nice things about their nine-year trip has been the friendliness of all the people they've met. For example, at the curiously named Australian water-front town of 1770, they found themselves in shallow water with the tide rushing out, not knowing where to go. A woman offered them her mooring buoy, but they had no idea how to navigate the shallows to get to it. A chandlery owner overheard their conversation on the VHF and came out in his boat to show them the tricky way to the mooring.

Nowhere, however, did Bob and Sue find people more friendly than in the Cook Islands, particularly Aitutaki, the onetime home of the lagoon base for the old flying boats of World War II. Having gone through the tricky pass on a high tide, the couple was more or less stuck for a month. During that time they became extremely close to the locals. When it came

Bob and Sue pose for a photo aboard 'Rejolce' shortly after their sometimes rough Atlantic crossing in December.



time for them to leave, they were presented with a quilt, for which the islanders are renowned, as well as so many leis stacked around their necks they could hardly see. It was the type of experience that could only happen to people cruising their own boat, which is why the couple had made the trip.

— latitude/rs

### Nymph — Caree 40-ft Steel Cutter Peter Palmer & Christina Wagner Problems With Costa Rican Customs (South Africa)

Prior to our arrival in Costa Rica, we had transited the Panama Canal and spent two wonderful months cruising Panama. We enjoyed snorkeling in the San Blas Islands on the Caribbean side, surfing at Santa Catalina in the Pacific side, and had the incredible experience of swimming with whales and dolphins in the Secas Islands. It was a splendid introduction to Central America — which made us look forward to our visit to Costa Rica.

We cleared into Costa Rica at Golfito on September 12, and after reporting to the Port Captain, visited Immigration, Quarantine and Customs to fulfill our clearance duties. Our passports — Peter's being South African and Christina's being German — were stamped for the normal three months, with no restrictions noted. We spent the next two months sailing up and down the coast of Costa Rica having a wonderful time.

We started by visiting Puerto Jimenez. a muy tranquilo town with lots of friendly people; Bahia Drake, where monkeys feed at a trail near a hotel; and Quepos, which has a very rolly anchorage but also a great fruit and veggie market on Saturdays. We continued on to the Los Sueños Hotel and

'Nymph' on the hook in Costa Rica — with Peter and Christina having no easy way of knowing she'd been in the country too long.





Marina, which looks impressive — but charges equally impressive fees for use of their slips and facilities. So we headed for Puntarenas, in the Gulf of Nicoya, in a series of daytrips. We stopped at Punta Leona, and Isla Tortuga, a big tourist attraction, but were then thwarted with engine problems. After Tortuga, we decided we had to return to Golfito in order to purchase parts and materials for the repairs.

The trip back was great, too, as we returned to Quepos and then stopped at the amazing anchorage at Manuel Antonio National Park. It did cost \$8 a day to an-

chor and \$7 a day to go ashore, which is expensive for us — but since it was a little paradise it was worth it. From Manuel Antonio, we had lovely sails to Bahia Drake and Querto Jimenez, ending two months of wonderful times in Costa Rica. Unfortunately, the good times were soon over.

When we gave our zarpe to the Port Captain in Golfito, he told us — to our complete astonishment — that our Customs papers for our boat were

Spread; Peter and Christina. Inset; A colorful parrot, one of the reasons the couple still like Costa Rica despite their paperwork problems.

no longer in order because our Temporary Import Permit had expired a month before! We didn't know how this could have happened, because since Peter has a South African passport, we check the paperwork very carefully. Since we'd both been given three months on our passports, we could only assume that Customs had given the same amount of time to our boat. Convinced that Customs had made some kind of mistake, we headed to their office.

After hearing about our situation, the woman at Customs came back with a folder saying that our boat had only been given 30 days, not three months, and that we needed to return within two days to pay a \$500 fine! We were stunned, still not knowing why our visa and boat temporary import permits wouldn't be for the same amount of time.

When we returned to Customs two days later, an official told us that because Christina was German, she got a three month visa, but because South Africa isn't on the list of countries whose passports get three months automatically, Peter's

COURTESY NYMPI



was only good for 30 days. And therefore the temporary import for his boat was only good for 30 days.

In my very limited Spanish, I tried to explain that we had no way of knowing that Peter and the boat only had 30 days, because both his and my passports had been stamped exactly the same, and no restriction had been noted on his. The woman said she understood, but her primary concern was not the injustice, but the fact we'd violated Costa Rican law.

When she asked us the value of our boat, we were confused, as we couldn't figure out why she needed to know that. Before we knew it, the woman was writing down huge numbers. Since nobody in that office spoke English, we had no idea what the woman was saying or what was going on. Fortunately, Bruce from Banana Bay Marina was kind enough to act as translator. He explained that we had to pay a \$500 fine, plus import taxes on our boat for the time of our overstay — as well as for the month or two it would take Customs to calculate the import duty we supposedly owed! Now it looked like we'd be owing thousands of dollars - not counting the marina bills that would be incurred because the boat would have to go into bonding until the problem was settled.

Hearing all this, and the serious figures, caused the blood to drain from my face. The Costa Rican Custom officials were basically telling us we'd have to buy our own boat back from them! It was a nightmare the way people as innocent as ourselves could slide into such a terrible fix. We could sort of understand a fine because we had technically violated the law—albeit unknowingly. But forcing us to pay import duty on our boat was too much!

Our next move was to request a copy of the Customs law, hoping to find, with the help of Bruce, a way out of the disaster. At least Customs gave us another 24 hours. During this period, we read over the law, made phone calls, searched the internet for relevant maritime law, and sought the advise of other cruisers. Within hours, every cruiser in the anchorage knew our story, and all of them were as shocked as we were. Furthermore, we found out that eight other boats were in the same situation — but for more serious reasons, such as forged documents, overstaying their temporary import permit by many months, as well as other significant violations.

As a last resort, we returned to the Immigration office in Golfito where we had originally cleared into the country. The Immigration officer looked in our passports and admitted that no 30-day restriction had been noted on Peter's passport—an obvious mistake on the part of Immigration! No wonder both of us thought we—and the boat—had three months to enjoy Costa Rica.

Having finally found the source of the problem, we wrote a statement in English

explaining where the mistake had been made and why we had misunderstood our situation. Noting that Immigration papers showed that we both had three months in Costa Rica, we pleaded for the officials to consider a more affordable solution. Photocopies of our passports and documentation were attached to our statement, and Christian from the Banana Bay Marina

team translated everything into Spanish for us.

Early the next morning, we presented our statement and documents to the Customs official. He paid careful attention, and seemed to understand the problem. By the time we left the office, we had agreed to pay the \$500 fine, leave Costa Rica almost immediately, and not reenter for six months. The import tax charges were dropped.

As far as I am concerned, the fine was too big for such an innocent mistake. Nonetheless, I'm glad we were able to resolve the matter without needing to hire a lawyer or otherwise spend thousands of dollars. Still, it's a pity we had to pay so much for a mistake made by the Immigration officer.

We thought it was important to share our experience so *Latitude* readers can understand how quickly innocent and well-intentioned people can find themselves in difficulty. Without the help of Bruce and his team at Banana Bay Marina, it's unlikely we could have gotten out of the situation with paying just \$500. Such help, and our two previous months of sailing up and down the coast of Costa Rica, make it easier for us to retain fond memories of that country. It really is a beautiful country and a nice cruising destination.

— christina & peter 10/27/03

Cheval — Outremer 55 Light Cat The Bridge Family The Med & The Atlantic (Corona del Mar)

Are catamarans becoming more popular for long distance cruising? All we know

The Bridge family — complete with three rambunctious kids — loving their catamaran, the cruising life, and the Caribbean.



for sure is that during our first 10 days in St. Barth, we crossed paths with no less than three California couples/families who had bought new cats in France and sailed them across the Atlantic. The first was the Bernhards of Livermore with their Catana 581 Aurora, which they sailed across the Atlantic in the last two Atlantic Rally for Cruisers. Then there was John and Lynn Ringseis of Bel Marin Keys with their new Lagoon 41 cat Moonshine. And finally, the Bridge family — Chris and Carolyn, and their charming kids Tristan, 7, Ethan, 5, and Cheyenne, 2 — from Corona del Mar in Southern California.

Chris Bridge had owned monohulls before, and had previously sailed across the Atlantic on a relatively slow Prout catamaran. So he knew what he was looking for in a cat — performance. After looking at most of the production catamarans and lots of one-offs, the Outremer — which has been built for many years but is not that well known in the States — appealed to him the most. "Actually," says Chris, "given what I was looking for, there wasn't really any competition."

Their Outremer 55 Light only weighs about 20,000 pounds, which is only about 60% of that of similar production cats her size. As a result, she's a fine sailor among cats in light air. And when the wind pipes up, she really takes off. "During a good blow in flat water off the Mediterranean coast of France," we once hit 21.5 knots under Solent jib alone."

There are a couple of downsides, however. Chris admits that he often uses the first and even second reef. The Bernhards, on the other hand, seldom reef their Catana 581. Furthermore, the Outremer has a smaller salon and less interior space

Ethan and Tristan were more than happy to show how they use the net at the front of 'Cheval' as a trampoline to burn excess energy. in her hulls than some of her competitors. Everything is a compromise.

After christening their new boat Cheval in the southwestern France port of Grand Mott in the spring of last year, the Bridges proceeded to sail 3,500 miles around in the Med in just four months as part of an extended shakedown cruise. "We like to keep moving," says Chris, in something of an understatement, "and rarely stay anywhere for more than a day or two." Starting in France, they visited Corsica, Sardinia, Naples and southern Italy, the Aeolian Islands — which have been their favorite stop to date — Sicily, the Ionian Islands of Greece, the Corinth Canal, the Cyclades, and the Peloponnese. From there, they headed back west, stopping at Sicily, the Aeolian Islands again, Sardinia, Naples, St. Tropez, and the factory back at Grand Mott for some warranty items.

As many readers will remember, it was ferociously hot last summer in Europe, and tens of thousands of people in France alone died of the heat. Despite being on the water, Chris says it was often 100° on the boat and 90° in the water. "And there was one time we went swimming when I swear the water temperature was 100° also," he says. That would eliminate the need for an onboard hottub.

I loved the Med," says Chris, "but I wish there had been more wind."

"We particularly liked the Aeolian Islands," says Carolyn, "because there weren't many tourists, and because they are so different. Panarea was our favorite. It only has a few homes, all of which are owned by rich Italians, who somehow prevent more from being built. Stromboli, another of the Aeolian islands, is one of the few active volcanos in the world. We got to within 100 meters of it before we

were warned away."

The one place none of the family liked was Naples. "It was just disgusting, with trash everywhere," says Carolyn. She is far from the first to express this sentiment, so perhaps it's good it wasn't selected for the America's Cup.

The Bridges say that if you're not careful, it can be really expensive to cruise in the Med. "We had one friend," says Carolyn, "who paid \$500 to anchor his 60-footer in a marina at chic Capri for just one night!" The



Bridges' solution was to stay out of marinas — something that proved to be not difficult at all. "Other than Greece, where the berthing is inexpensive," says Chris, "we probably stayed in a marina no more than 10 nights. We even anchored in places like the middle of the harbor at exclusive Puerto Cervo, Sardinia!"

As you might imagine, three energetic kids are a real handful. Chris and Carolyn made sure they got a lot of chores to sap some of their energy. In addition, all three had two hours of schooling each day. After that, it was time for swimming, snorkeling, and their latest favorite — wakeboarding. "The kids really learned a lot being on the boat," says Chris.

"When I went home with them while Chris did the Atlantic crossing," says Carolyn, "the kids really missed the boat. They love being onboard, and they've become real waterbugs."

Judging from our short visit to *Cheval*, she makes a perfect floating jungle gym for the kids. They use the forward netting like a trampoline, and richochet around the interior with incredible speed and ease. Carolyn says her life was made much easier by the watermaker and clotheswasher. Chris says short passages





Kersplash! While mom and dad supervise, another of the Bridge children takes a dive into the blue from the transom of 'Cheval'.

— such as St. Barth to Antigua — are much easier if he gets up and leaves in the middle of the night when the kids, and usually Carolyn, are still asleep.

The Bridge family will cruise Cheval in the Caribbean until the end of February, at which time Carolyn and the kids will fly home. Then Chris and a crew will take the cat to California. After that, they're thinking about heading to the South Pacific, Alaska, or wherever. In any event, they believe they've got the perfect boat for them for the trip.

— latitude/rs 1/8/04

### Spindrift — Catalac Catamaran Ron & Linda Caywood In Florida Missing Mexico (N/A)

After three winters in Mexico, we decided to cruise the East Coast of the United States. So we paid \$5,000 to have our boat trucked from San Carlos, Mexico, to Houston. Inexplicably, half of that cost was for the mere 300 miles between San Carlos and Tucson! We spent one winter at South Padre Island, Texas, where it

wasn't all that warm, and last winter at Ft. Myers, Florida. We're spending this winter here in Marathon — "the heart of the Florida Keys" — about 50 miles from Key West.

This is not what Linda and I expected of the Keys. In fact, we can't wait to get back to Mexico and the Sea of Cortez.

Michael Beattie of the Santa Cruzbased catamaran *Miki G* wrote a positive report on Key West in the last *Latitude*, and said nice things about the weather. Well, we arrived on November 1, and have found the weather not to be to our liking. Beattie reported that the air temperature drops on occasion when a front comes through. Since we've been here, the fronts have come through about every three days! When they have, the temps drop to the 60s during the day and the 50s to low

60s at night. The air temperature rises to the 70s in the day between cold spells, but it's not long between them.

If I could afford \$700 for a slip like Beattie, we could plug in our electric heater and the weather might not seem so bad. We started out here paying \$160/month for a mooring in Boot Key Harbor, which included one pumpout per week. But since the wind was pre-

dominantly from the north at between 10 and 25 knots, we kept keeping our butts wet during the 300-yard dinghy ride to the dock. So now we're anchored 50 yards from the dock. We now have to pay \$60/month for use of the dinghy dock, and 5-cents/gallon for water. We also have to pay \$5 for a pumpout, but it's a bargain because they come right to our boat.

Although NOAA says the weather here is the same as in Key West, it's not exactly true. Even NOAA says that the water at Key West is only 70°, while here at Sombrero Reef in Marathon, it's 78°. Warmer, of course, is better.

There's another reason we like Marathon better than Key West. Our friends were anchored at Key West in October of '02, and because of the strong tidal current, their boat dragged. It hit another boat and did damage before finally going aground. We don't have that kind of current here in Boot Key Harbor.

There are other advantages Marathon has over Key West. Three of the top five restaurants in the Keys, as rated by a newspaper poll, are here in Marathon. The Keys Fisheries Restaurant and Marina has the best tasting seafood I've ever eaten. They have a fleet of boats, and the catch is fresh every day. A fish sandwich is \$6 with fries and coleslaw. The Stuffed Pig has such big breakfasts for \$5.95 that you can hardly finish them. We're also within walking distance of Publix, Winn Dixie, K-Mart, Home Depot, Boaters World, and West Marine. The library, hospital, and senior citizen center are two blocks from the marina.

In last month's *Latitude*, I read that Boot Key Harbor had the most polluted water in the Keys. But I wonder if the author spent any time here. The water is clear enough for me to see our anchor buried in eight feet of water, and it looks clean. I'm sure there is some pollution, as there are over 200 boats moored and anchored here in Boot Key, and none of the year-round liveaboards seem to use the pumpout facilities. But this can't be

No wonder the water at Sombrero Reef off Marathon is so much warmer than off Key West — it's so shallow.



the most polluted. The sea grass is healthy and we've seen two manatees in the harbor, one right next to our boat.

Although we prefer Marathon to Key West, neither can compare to Puerto Vallarta — except for the fishing. The fishing is great in the Keys. Dorado — locally known as dolphin or mahi mahi - wahoo and mackerel are all plentiful, and you can catch a limit of snapper in 30 minutes. We plan to spend the winter here, go north in March, then come back early enough to catch a window to the Bahamas where we'll spend next winter — hopefully with friends Pete and Suzie of Magic Dragon. They are having a new boat commissioned, and we're looking forward to seeing her. As soon as we've seen enough of the East Coast and Caribbean, we'll sail downwind to Panama and then back up to Mexico, which we love so much. Tell all my bridge-playing friends that "I'll be back!"

Our favorite bit of cruising gear? We've had our Aquamarine watermaker since April of '98. I bought that brand because the guy who makes them lives close to our old homeport of Portland, and because he's knowledgeable enough to install watermaker units large enough for cities. I bought the 600 gal/day model because it was only a few hundred dollars more than the lower capacity model. and because I didn't want to run it that much. Two hours a week keeps our tanks full. That's using it often enough so that I don't have to worry about pickling it. I fill a five-gallon jug with fresh water, and when the tanks are full, switch the the input hose to the jug, flushing the unit with freshwater. I also rinse out the filters on schedule, and change them when they won't come clean.

We've had no trouble with our watermaker, and I wouldn't leave home without one. We think a watermaker is one of the essentials for healthy cruising. You get freshwater showers and never Since it's a first foreign cruising ground for most West Coast sailors, it's easy to take Mexico for

West Coast sailors, it's easy to take Mexico for granted — until you move on.

Ron and anomaly in the same of the

have dehydration problems. I took our unit apart last week as I was sure things had to be growing inside the tube after 5.5 years — but it was as clean as the day I put it together. One final tip — don't run the watermaker at night, as that's when the plankton come to the surface, and they'll clog the filters.

P.S. We were glad to see a picture of Sylvia of Marina Mazatlan in the December *Latitude*, and to know that she's still there. She's the glue that holds the place together. We should be back there in three years.

— ron & linda 1/10/04

Ron and Linda — Don't hold an anomaly in the weather against Beattie.

For the last bunch of years, St. Barth has had beautiful and dry weather for Christmas and New Years. This year the weather was poor, with nearly two weeks of mostly overcast skies, gusty winds, and lots of rain. But after that it was perfection. We're sure the Keys can have similar slumps in the normally fine winter weather — or else Boot Key wouldn't be so full of boats.

This photo of a sailor mistiming his dinghy launch through the surf has nothing to do with the text. We just thought you'd like the action.

Seadream — N/A
Jon Doornink
DHL Problems In Mexico
(Caleta San Juancio, Baja)

In your January 2004 issue, following a report from Richard Booker of the Winnepeg-based Mystery Cove 38 *Crocodile Rock*, who said he had abandon his replacement extrusion because DHL employees in Mexico City wanted such a big bribe, you asked if anyone else has had similar problems with DHL in Mexico. We have.

When we returned home to Oregon to spend Christmas of 2002 with our family in 2002, we sent a hearing aid out for repair. When it wasn't repaired in time for our return to Mexico, we had the agency send it to Marina Palmira in La Paz via DHL, as we'd heard they were dependable. When the \$2,500 hearing aid didn't arrive as scheduled, we went to the DHL agency in La Paz, who phoned the DHL agency in Guadalajara where most imports to Mexico are cleared. They told us that as this was a medical supply, we



needed to offer proof it was really needed. As my wife is deaf without hearing aids, we had our hearing specialists in the States send certified information that my wife was under their care and needed the hearing aid to hear.

Guadalajara responded by telegram saying that we needed to have a *Mexican* doctor certify that my wife was deaf. So we went to a doctor in La Paz, who interviewed her and certified the hearing aid was absolutely necessary. He wrote a letter, which we faxed to DHL.

DHL responded by saying we needed to see the Secretary of Health in La Paz to certify that a hearing aid was legal, and that her hearing aid was an acceptable import. After spending most of a day at the Secretary of Health, we received the appropriate documents and faxed them to Guadalajara.

After we received no response, we asked the management of Marina Palmira to assist us — which they did at great length.

The next response we got from Guadalajara — we still don't know if it was DHL or Aduana — was that we needed to send them \$70 U.S. to pay an agent to represent us before Customs. At

this point, other cruisers at Marina Palmira told us the same thing had happened to them regarding boat replacement parts, and that it would be a bottomless money pit which would not result in our receiving our hearing aid.

So we phoned DHL in Guadalajara and told them to ship the hearing aid back to the sender in Oregon. The next day they sent a letter saying they had done so.

The hearing aid never arrived in Oregon, and to this day remains 'lost'. We then applied for the \$2000 insured value when we returned to Oregon in May. DHL responded by saying that due to the Geneva Convention, their loss was limited to \$150 U.S. After much faxing back and forth between our hearing aid provider and DHL, DHL agreed their Oregon agent had made a mistake in filling out forms, and finally sent us \$2,000 insurance coverage.

The most disconcerting part of this nine-month episode is that my wife's hearing was severely limited while we were sailing in Mexico. And that despite jumping through many Mexican 'hoops' and paying money, we got zero results.

Our advice to cruisers in Mexico is not to use any mail service in or out of that country. Other cruisers and/or friends remain the reliable method of getting goods not obtainable in Mexico into Mexico.

-jon 1/20/04

### **Cruise Notes:**

"John Sloboda, a much-loved cruiser from Ventura who did lots of cruising in Mexico and the South Pacific, passed away last month in the Solomon Islands," report Fred Roswold and Judy Jensen of Seattle-based Serendipity 43 Wings, currently in Papua New Guinea. "John, who had lived and cruised aboard his Ranger 31 Joliga II for 25 years, was a fine singlehander with a terrific love for the sea. For much of the '90s he lived aboard in Nuevo Vallarta, where he was a local character universally known as 'Joliga John'. Everyone, including John, loved to tell stories of his adventures at sea. He told us that he twice fell overboard while underway. In one legendary case, he was rescued many hours later by a passing cruise ship — which then chased down his boat.

"Before heading across the Pacific in 2000," Fred and Judy continue, "John had some serious medical problems in Mexico — including a collapsed lung, which required emergency evacuation to the States. Another time his diabetes-damaged circulatory system was so bad



'Joliga John' lived and cruised aboard his Ranger 31 for more than a quarter of a century, from Ventura to the Solomon Islands.

that he was scheduled to have both his legs amputated. We never expected him to live, let alone leave Mexico, yet he later recovered, with both legs still attached. to sail across the Pacific. John loved his drink, so it wasn't surprising that when we bumped into him in Fiji, he'd become a fixture at the yacht club bar in Savu Savu. He had since sailed through the rest of the Pacific to Australia, and from there out to the Solomons. When he fell ill this last time, he never recovered. He was hospitalized in Gizo, in the Solomon Islands, suffering from a severe foot infection, gangrene in his leg, and diabetic complications. He was then transported to the Navy Hospital in Guam where, after a month of intensive care, he passed away on December 18. John was 71. We'll miss him."

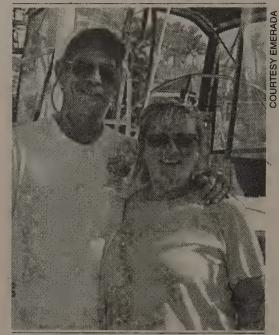
"Ever since a snake boarded **Hawkeye**, Linda has been closing up the boat every night with screens — which pisses me off because it is so warm," writes John Kelley of the Seattle-based Sirena 38. "It happened after we watched a movie in the cockpit. As I reached up to hang the anchor light off the backstay, I discovered a five-foot-long snake curled up on the rear solar panel — on the open cabin hatch

Of the cruising life; if it's not snakes, it's torrential downpours. Linda of 'Hawkeye', warm but very wet in Panama on Thanksgiving Day.



above where we sleep. It must have been watching the movie with us! I grabbed a broom and swept it off its perch. Last seen, it was swimming away, head held high. Linda, who hates snakes with a passion — which is quite irrational, since sharks don't bother her at all — freaked out. I assured her that in 10 years of cruising, I have never had a snake onboard, but it didn't do much good. I hope it never happens again, or I'll be singlehanding once again."

"We are first-time cruisers in Mexico, currently in Mazatlan, who are looking to go as far south as we and our boat can go," report Dennis and Judy Long of the Chula Vista-based 50-ft marconi schooner **Emerada**. "We're not going to do the Sea of Cortez this year, as we feel that this is our time to 'go the distance', and that the Sea will still be close to home when we return someday. Our ultimate plan is to reach the Eastern Caribbean by 2005. We did bareboat charters there in '95 and '97, and loved St. Vincent & the Grenadines, Bequia, St. Lucia, and all the islands in between. The weather coming down out of the Sea of Cortez has



Dennis and July Long of 'Emerada' spent Christmas in Mazatlan, but are slowly on their way to Panama and the Eastern Caribbean.

been unsettled so far, with some strong northers. Then we had a strong southerly wind that came up the coast, with tropical storms-force winds at sea, and lots of rain from P.V. up to Mazatlan. So most of us have stayed in port. Cruisers in Tenacatita Bay might have had it even worse, as there were reports of winds in excess of 50 knots, with some cruisers heading into Barra de Navidad for protection. So far Don Anderson of **Summer Passage** has been right on the money with his forecasts. But right now it's gorgeous, with 15 knots of wind from the north, so it looks like this is the week to go. We plan to be around P.V. to Tenacatita until February, Barra and Melaque for St. Patrick's Day in March, Zihua to Huatulco in March and April, then head down to Costa Rica and Panama in May and June."

"A recent letter suggesting cruisers bypass **La Paz** this year due to the supposed lasting effects of hurricane *Marty* reminds me of Mark Twain saying "the news of my death has been greatly exaggerated". So reports Jack Swords of the Marina de La Paz-based **La Paloma**. "This is our fifth year at Marina de la Paz, the mood is upbeat and things are moving forward. Lumber is being delivered, docks are reconstructed, pilings are being driven, and boaters are arriving and departing as

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usual. I see about 35 slips with electricity and water, with more to be added soon. The anchorage is vast and there is quite a bit of open space. Furthermore, there's a brand new malecon. It's true, there are still some billboards down around town. but it's hard to find other signs of Marty. As for the health scares, we've been here a month and haven't heard of anyone with dengue — let alone seen a mosquito. There are, however, a few common colds going around. The offshore islands are green, and the diving and fishing have been excellent. And the locals, of course, are as friendly as ever. Over the Christmas holidays, there were lights all about. It was 82° in La Paz on Christmas day with just four knots of wind. We've been all over the mainland, but this city on the Baja peninsula is special and should not be missed."

"A total of 111 cruisers shared Christmas dinner at **Marina Mazatlan Cruiser Potluck**," report Annette Montgomery, Robert Caltabiano, and Mona the wonder dog of the Santa Cruz based Endeavour 37 **Jake**. "It was a perfect Mexican day,

with not a cloud in the crystal blue sky. Just \$3/person paid for the turkeys and ham, and cruisers brought all the trimmings. Total Yacht Services provided the wine while, in addition to providing the tables, chairs, and tents, Pacifico sold the beer. Susie of Cabaret organized a group of 12 cruisers to set up, serve, and

clean up. Rina on **Spirit of Sydney** was in charge of the gift exchange, so everyone received a present. Accompanied by Barry of **Jaala** on guitar, we sang Christmas carols. It was a magical evening enjoying the company of our 'cruising family'."

"My son left his sailboat on the hard



Apparently it's a Christmas tradition for many Mazatlan cruisers to celebrate by jumping off the bridge and into the marina waters.

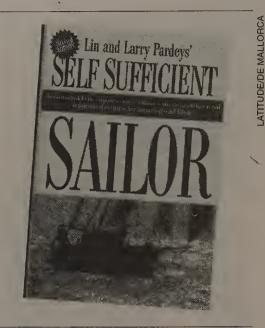
at Marina Seca near San Carlos, Mexico, last year," writes Phil Ackerman of San Luis Obispo. "I want to go down and use her for a few months, and maybe even do the Baja Bash back up the coast to the Bay Area with her. My question is what do I need in terms of paperwork to avoid



any problems with my having his boat? All the boat paperwork currently onboard reflects that he's the owner. Do I just need a notarized letter from him stating that I have permission to use the boat, or do we have to make some actual changes to the title?"

It's no problem, Phil. Have your son write a letter authorizing you to move the boat anywhere in Mexico as well as back up to the United States. To make it look as official as possible, do it on letterhead and include all the pertinent facts — the boat's CF or documentation numbers, your son's telephone number and email address, and a photocopy of both your passports. We've sometimes scrawled a two-line handwritten letter for this purpose, but port captains appreciate something a little more professional.

"Please don't hold it against me," writes Patrick X of Las Vegas, "but I just took a cruise to Acapulco aboard the cruise ship **Mercury**. The strangest thing happened on Christmas Eve while between Puerto Vallarta and Manzanillo — the ship stopped for a sailboat! The vessel in question was the **Atlantis** out of Honolulu,



To the crew of 'Atlantis', we present a copy of 'The Self-Sufficient Crulser' by the Pardeys, who go all around the world without an engine.

with four Brits aboard. There apparently had been a break in their fuel line. Not knowing what to do, they declared an emergency! The crew of the *Mercury* stopped and gave them some fuel. But nobody would give us additional details."

"We're writing to say we received great service at Marina Seca in San Carlos, Mexico," writes Derek Pritchard, who owns the Whidbey Island, Washingtonbased 37-ft sloop Nokomis of the Orient, and Dick Ryan of the Anacortes, Washington-based 50-ft motoryacht Kimtah. "Both our boats were dry stored through the summer of '03, and the security was excellent. This winter we both had substantial work done by the yard, including complex glass work, skeg repair, sand blasting, keel fairing, the installation of new stabilizers, painting, and general fitting out. Between us we have more than 80 years' boating experience, and have hauled in ports all over the world, including the U.S. and the United Kingdom. We place Marina Seca high on our list. Jesus Salas, Luis, and their staff delivered first class professional service, with courtesy, humor, and charm. The dry storage, which is separate from the work yard, is excellent, with concrete pads and substantial metal posts that make the facility as hurricane-proof as possible. They slip yachts of all sizes efficiently, safely,





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and with care. On top of the excellent service, the prices are low compared to the U.S. and U.K. If we wanted to be critical, we would suggest a neutering program for the myriad of dogs in the yard!

"We just hauled our boat and left her on the hard in Auckland," report John Neal and Amanda Swan-Neal of the Seattle-based Hallberg-Rassy 46 Mahina Tiare. "It's hard to believe, but 2003 was our 14th year of expeditions! We enjoyed the best sailing since we did the South Pacific way back in '74, as there was plenty of consistent wind. In fact, we logged the fewest engine miles ever. And we only had one tropical squall at sea in 10,000 miles. According to he harbormasters in Tahiti and Rarotonga, the number of North American boats was down about 35% last season. On the other hand, the number of Aussie and Kiwi boats was way up in Fiji, Vanuatu, and New Caledonia. We had some amazing adventures in Vanuatu, which we think has got to be the neatest place for cruisers who don't mind roughing it a little."

John and Amanda will be giving their

Offshore Cruising Seminar in San Francisco over the March 20-21 weekend, and it will be the last year that Nigel Calder, author of fine books on marine diesel maintenance, general boat maintenance, and a cruising guide to Cuba, will be teaching with them. Calder and his wife Terri are taking off

on an extended cruise to Europe next year. For info on the seminar, visit www.mahina.com.

We suspect that one reason the number of North American boats was way down in French Polynesia last year is the atrocious way French Polynesian officials have treated American cruisers in recent years. Word about things like that

After 14 years of offshore expeditions, John and Amanda still love cruising and kicking around places like the jungles of Vanuatu.

gets around quickly in cruising circles, and West Coast sailors have plenty of cruising options — Alaska, Central America, South America, and the Western and Eastern Caribbean. In some places, such as Central America, the cost of cruising is dramatically less than in French Polynesia, it's not necessary to

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make long ocean passages, and the visas aren't restricted to such short periods of time. We don't have exact numbers, but our gut feeling is that a growing number of West Coast cruisers are opting to cruise elsewhere than French Polynesia. And that's a shame.

"After five years, the **Pacific Northwest** has lost its luster," writes someone whose named we've lost. "It's too cold, you almost can't ever swim, but above all there is no wind. I need help as to where to sail for the 12 weeks off we have in the summer. Where can I find a combination of warm weather, reliable wind, good diving, and some place to leave the boat on the hard until we return the following year?"

In order of preference, we'd advise the Caribbean, closely followed by French Polynesia and Fiji, with Hawaii a somewhat distant third. The most enjoyable sailing in the Caribbean is in late spring and early summer because the seas are calmer. In addition, there's always good wind, the diving is terrific, and they've got all the facilities you could want. Lastly, it's off season so it's not crowded. The northern hemisphere summer is prime



There are good reasons the Caribbean is home to so many sailboats: consistent wind, warm air and water, and great diving.

time for sailing in the South Pacific from French Polynesia to Fiji, and there are several places you could leave your boat after the northern hemisphere summer is over. Caution: in the Caribbean, you would be subject to hurricanes while you were on your boat, while in the South Pacific, your boat would be subject to tropical cyclones while you were back home. Hawaii has wind and warm water, but it doesn't have very many cruising attractions. We left Mexico off the list because it doesn't have the consistent wind you're looking for in the summer.

"I didn't make it to St. Barth in the French West indies for the New Year's Eve Regatta," confesses Rex Conn of the Annapolis based 55-ft trimgran Alacrity

napolis-based 55-ft trimaran **Alacrity**. "The cradle broke at the yard when they were launching my boat at the end of October, and she was holded. By the time she was repaired, it was too late for me to do the Caribbean 1500, so I took her down to Charleston, where she is now. I'll be heading down to Florida soon to do the Lauderdale to Key West Race, then do the SORC in Miami in February, then sail to St. Maarten for the Heineken in March. As of the middle of December, the Heinie reported the multihull entries included a 55-ft Chris White cat, a 47-ft Kelsell multihull, and my 50-ft tri. Will **Profli** 





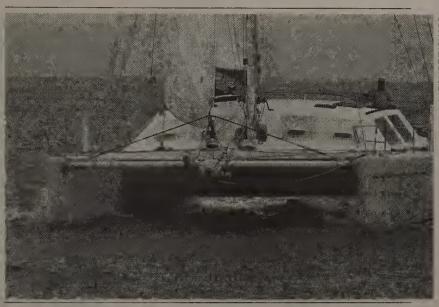
gate be there?"

Sorry to hear about the damage to your boat, Rex. Profligate will be at the Heineken, as will John Haste's San Diego-based Perry 52 cat Little Wing. By the way, if anyone is interested in a 'shared expenses' berth on Profligate for the Heinie, preceeded by some great cruising at St. Barth, there may still be a couple of slots open. The Heinie, along with Antigua Sailing Week, are by far the two biggest and wildest regattas in the Caribbean, and two of the most fun in the world. The Heinie is only three races, so it's less grueling. We 'fill in' the extra time with a short cruise to St. Barth before the racing starts. Can you imagine three days of near-perfect cruising, followed by three days of near-perfect racing conditions? If you're interested in the Heinie on Profligate, or the BVI Spring festival in the BVIs at the end of March, check out their respective websites, then email Donna at donna@latitude38.com for further information.

Speaking of John Haste of *Little Wing*, we spent some time with him at St. Barth

at the beginning of the new year, when the weather was unusually unsettled. He told us how he'd been robbed while motoring his boat in Cartagena, Colombia — a city he loves — at dusk by three guys with a homemade shotgun, a popular weapon in that

part of the world. "I was alone, and they put my ladyfriend's blouse over my head to blindfold me, then tied me up with Spectra line. Spectra is too stiff to effectively tie anyone up, so while I could have gotten loose, I waited so I wouldn't get shot. Once the robbery was over, I called the harbor patrol, and they came charging out with a boat and lots of guns. Thanks to some informants, we spotted



Having had so many troubles getting to the Eastern Caribbean, 'Little Wing' was initially greeted with nasty conditions in St. Barth.

the thieves, but they escaped up a sewage drain where it was impossible to follow them by boat. It's a long and complicated story but, thanks to informers, the secret police, and me paying 'rewards', I was able to get some of my stolen electronics and other stuff back."

That was far from the end of the Haste's problems, which had started last summer



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in Nicaragua when lightning knocked out many of his boat's electronic components. As he neared Grenada, his aging Gatorback main delaminated rapidly into total uselessness. So he eventually sailed to Barbados, where his old friend Andy runs the big Doyle loft, one of the largest in the Caribbean. When we told Haste that nobody in their right mind sails to Barbados, which is about 150 miles upwind and upcurrent of all the other Eastern Caribbean islands, he said, "That's what they told me when I got there!" Little Wing arrived in Barbados with bashed-up port transom steps, thanks to them getting caught beneath the fixed dock in Grenada when an extended squall came through with 40 knots. Haste was back in the States at the time. After a rather windy and wet holiday in St. Barth, Haste continued on to St. Maarten, from where he sent the following email:

"I'm over in **St. Maarten** putting *Little Wing* back together after all the problems I had getting her here from Mexico. This is a great island for yacht repairs, as everything is duty free, with lots of stock discounted an additional 10% if you pay



John Haste had a tough time getting to the Caribbean, but signing on this lovely Colombian lady from Club Nautico as crew had to help.

in cash. After your sugestion that we compete in the Heineken Regatta, and after learning that former TransAtlantic record-holder Luc Poupon will be racing with you, we've been looking into picking

up some ace French multihull crew also. Apparently there is a lot of such talent around, but the locals tell me to only take one, as they can never agree on tactics and we'll have sailed to the next island/country before they'll agree on when we should gybe!"

Devan Mullin, a frequent crewmember on *Profligate* and the Newport Beach owner of a Florida-based Shannon 38, reports that he's chartered a monohull from Sunsail so he and friends can race in the Heinie. "Since we've got the boat from March 1 to March 8, and the races are on March 5, 6, and 7, we thought we might try to buzz over to St. Barths for a couple of days. How far is it and what should we know?"

It's only 12 miles from the Sunsail base at Oyster Pond in St. Maarten to St. Barth, Devan. What you need to know is that you'd be out of your mind *not* to cruise over there for a few days before the start of the Heineken. We'll see you there.

"Sick of the cold and gray of winter?" asks R.G. Rienks. "Need something tropical to look forward to before summer ar-





rives? You need to go south, where Tshirts and shorts are the normal wear day and night, where are air and water are warm, and where the sailing is delightful. What you need to do is arrange to attend the 12th Annual Banderas Bay Regatta, March 25-28 in Banderas Bay. There will be mingling in the morning, not too serious cruiser-only racing in the afternoons, and wonderful parties in the evening at Paradise Resort and Marina. There will be special discount rates on both rooms and slips for all participants. For more information on the event, visit www.banderasbayregatta.com. For more information on rooms and /or slips, email marina@paradisevillage.com, or from the States, dial 011-52-322-226-6728."

One of the biggest regrets of going to the Caribbean this winter is that for the first time in about six years, we and *Profligate* won't be participating in the Banderas Bay Regatta. It's a wonderful racing-with-friends event, on an easy course, in near ideal conditions, with one of the greatest base facilities in the sailing world. It doesn't matter that you're not a racer or that your boat is loaded down with cruising gear, you should enter your boat in this free event. If nothing else, as much as anything, it's the Cruiser Social of the season, as everyone gets dressed up for the awards ceremony. Don't miss it.

"I heard of your illustrious publication

while hitching a ride on a yacht from Colombia to Puerto Vallarta," writes Al Humphreys. "The owners were as enthusiastic about *Latitude* as they were their respective tipples. Dale from Seattle liked gin, while Ed from L.A. preferred rum. Anyway, I'm hoping that you can help me. Some 2.5 years ago, I left England to ride a **bicycle around the world**, raising funds and awareness for Hope and Homes for Children, I have now ridden 25,000 miles



The important thing at the Banderas Bay Regatta is not what kind of rig, sails, or sailing experience you have, but your desire to have fun.

through 42 countries, and will shortly be entering the U.S. where I will ride up the West Coast to Alaska. Unfortunately for 'round the world cyclists, most of the world is covered with water. To try and retain as much purity of my circumnavigation, I am attempting to use windpower when I'm not pedaling. I managed to get from Africa to South America aboard the ex-Whitbread yacht **Maiden** in the Cape

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Town to Rio race, and have now skirted around the Darien Gap of Colombia and the Panama Canal aboard **Hannah Rose**, a Tartan 37. This is where I hope you might be able to help. After Alaska, I somehow need to get from the American coast to either Asia or Australia. I know this may be tricky, so I was hoping that you can promote my journey through your magazine. People can see what I'm attempting to do at www.roundtheworldbybike.com. And they can reach me by email at roundtheworldbybike@hotmail.com."

We're delighted to help out, Al. If you can ride back down to the 'Lower 48 from Alaska, you shouldn't have any trouble getting on a boat to Australia — especially now that you have transAtlantic experience. In fact, we wouldn't be surprised if somebody doesn't contact you as a result of this posting. The way you're probably going to have to do it, is to get rides on a boat(s) to Mexico, then go across from there in March or April, arriving in Australia in November of that same year. You have to go with the seasons, which means you'll have to be patient. It sounds like fun, so don't forget to write.



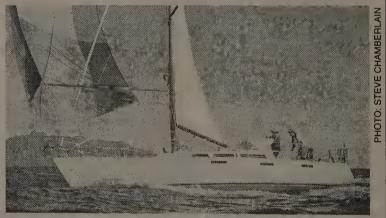
Heads up everyone! These were for sale for burning on New Year's Eve in Bahia, Ecuador. But why does everyone wear yellow?

"There's an interesting New Year's Eve custom they have here in Ecuador," reports Bob Willmann of the Islander 37 **Viva**. "In addition to wearing something yellow — which everybody does for rea-

sons nobody was able to explain — they burn an effigy of someone or something that brought them bad luck in the previous year. For the occasion, Bahia, which is where I am, swells to triple the normal population, as people come into town from all the farms and rural areas. They are dressed in everything from swimsuits to shorts and T-shirts, to party dresses and spiked heels. I saw a crude farm truck pull into town carrying 40 people, all bugeved, scrubbed clean, and excited about the big day and night. People who can afford it build or buy effigies of soccer players that let them down, store owners who cheated them, or political figures that, well, did what political figures do all the time. As such, President Luis of Ecuador and President Bush of the United States were both represented. At midnight, the effigies were set on fire on the streets and sidewalks amid much yelling and cheering. It's all done in good fun, quite soberly - hardly anybody drinks with lots of fireworks, laughing, and hugging. Shortly after midnight, the town looks like a riot zone, with big crowds and large fires everywhere. The following

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morning, the ground looks as though it's covered with the ash from an erupting volcano! I'm told we were lucky this year that the winds had some south in them, so most of the ashes landed somewhere other than on our boats. I hope whoever and whatever bothered *Latitude* readers last year is burned and forgotten."

In order to 'save herself' back in 1989, Pat Henry, formerly of Santa Cruz but more recently of Puerto Vallarta, started a solo sail aboard her Southern Cross 31 Southern Cross that ended with her becoming the first American women to sail around the world singlehanded. On the way, she supported herself by selling her artwork. She's now launched a sailing program called Coming About, which is for women only, and during which there will be no yelling. The classes will be held on Banderas Bay, which is about as perfect an environment as you could want for such an event. For further information, email Pat at pat@akhenry.com.

Are people from the West Coast going cat crazy? Sometimes it seems like it. When we were in St. Barth, we met twice as many Left Coasters on catamarans as

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on monohulls. The last family we met. and only for minutes as they were just anchor. raising were the Naisielles - Olaf, Jenny, and voungsters Oliver and Julia - aboard the Oakland-based Moorings 45 Two Good. With Olaf having decided that he'd given enough of his life to corporate American, the family have just sold

their home near the Claremont Hotel and with the kids not yet in junior high, they decided this, if ever, was the time for a family cruise. So they flew down to the British Virgins, bought a cat coming out of The Moorings charter program, and plan to cruise for at least a couple of years. How do the kids like it? According to the family's website, they've already made



How do the parents get the kids to toe the line aboard 'Two Good'? They threaten to give up cruising and move back to Oakland!

more friends in the Caribbean than they had back in Oakland. In fact, the kids like cruising so much that when they need a little discipline, the parents threaten to sell the boat and return to Northern California.

**Happy cruising** you — but don't forget to email a report and a high res photo!



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13.5-FT FJ INTERNATIONAL, 1981. Great condition. Raced in Nationals. Machined cleat brackets, trapeze, 3 sets sails. Nice trailer with 3rd wheel. Beginner or advanced, easy to learn, fast boat. \$1,800/obo/or trade for sea kayak. Email Todd: strphoto@yahoo.com or call (510) 222-5172

ZODIAC MARK II. 20 hp Mariner engine, galvanized Sprint trailer, lights. Full cover, seat, rod holders, aluminum floorboards, carpet, oar, gas tank, foot pump, dole-fin, bearing buddies, more. Clean, garage kept, perfect towable sailboat tender. Rob (415) 381-1155.

LASER. Ivory deck, orange hull. Good condition, new lines. All there and sails great. No trailer but can deliver in Bay Area. See in Alameda. \$1,050. Call John (510) 521-7952.

**DEWITT DINGHY.** Competition model with oarlocks and oars. Excellent condition. Great fun, but I don't have time to use it. \$2,000. Call (510) 439-4209.

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LIDO 14, 2002. Sail number 6202. Practically new. Comes with: Galvanized trailer, custom cover, main and jib sails, racing boomvang, racing traveler, hiking straps, beaching rudder. Must sell. \$4,000/obo. Call Tyler (707) 789-0405 or email: tyler@jimerickson.com. Can see in Sacto.

LASER II. Ready to sail. Good condition, current tags, no trailer. \$700. Call (916) 718-3789 or email: rick.allen@dgs.ca.gov.



ANTRIM 15-FT WING DINGHY. Carbon composite/fiberglass, full batten main, welded aluminum tiller-rudder brace. All original and in excellent condition. US-5 is one of the 13 prototypes designed by Jim Antrim. Includes trailer. \$2,900. (510) 524-3313 or email: yout1234@yahoo.com.

TOO MANY BOATS. 8-ft lapstrake plywood dinghy, very pretty, \$1,150. 15-ft decked canoe, \$500. 15.5-ft flat-bottom sailing skiff, trailer, cover, spinnaker, \$1,750. 16-ft catboat, shallow draft, big gaff rig, trailer, cover, 2 hp motor, \$17,500. Pictures available. John (510) 366-1476.

AVON 2.85, 1996. 9-ft roll-up dinghy with Johnson 6 hp motor in excellent condition. Comes with canvas carry bag for easy storage, fuel tank, jerry jug and foot pump. Great deal at \$1,250. Call (510) 828-7901. 6-MAN PACIFIC 6 LIFERAFT RFD/ Plastimo in square flat canister. New in New Zealand June 1998. Last recert by Sal's for 2003 TransPac. NZ Yachting Cat 1, \$2,000/obo. Pics, docs. (510) 235-8556 or email: NZL117@aol.com.

### 24 FEET & UNDER

WEST WIGHT POTTER 19, 2001. Very nice boat with trailer, 4-stroke outboard, stove, Porta-Potti, running lights, one 90% and one 140% jib with whisker pole. \$9,000. Call (209) 869-3254.

AQUARIUS 23, 1972. Good sailing condition. Main and jib. Centerboard. New mast. 2000 Nissan 5-hp, 4-stroke outboard. 2002 rigging. Includes 2-axle trailer. \$3,000/obo. Call Rich (510) 205-9242 or email: Rich.Tubiolo@kp.org.

PACIFIC SEACRAFT DANA 24, 1985. Bluewater pocket cruiser, well maintained, equipped for singlehanding. Low hours on Yanmar, removable inner forestay and staysail. New Awlgrip on topsides. Trailer. Located Winchester Bay, OR. Call for details \$60,000. (541) 941-3029 or email: mikombs@internetcds.com.

MELGES 24, USA #208. Excellent race ready condition. New sails. \$26,000. Partner buy-in considered. Please call (415) 989-1422 or email: nigeld@hotmail.com.

CATALINA 22 Mk II DEEP FIN, 1999. Rare find. Sails like it was on tracks. Too many upgrades to list. Boat is in excellent condition on a new trailer. \$10,500. Call (209) 367-9336.

CATALINA 22 SWING KEEL, 1983. New mainsail, roller furling jib, asymmetrical spinnaker with sock. 8 hp Johnson outboard, VHF, solar battery charger, lots of extras. Transferable slip in Benicia. \$2,500/firm. Call Eric (916) 204-7682 or email: EJohns7819@aol.com.

J/24, 1981. Fast fleet 17 champion. Professionally maintained with OCSC's fleet. Faired bottom and rudder. Just completed annual out-of-the-water service. Includes full inventory of sails and Johnson 6 hp outboard. Good condition. \$7,500. Call Rich (510) 843-4200.

LIEN SALE VESSELS. Cal 20, 1969, CF 0360 EK; Ericson 22, 1968, CF 2055 ED; Santana 22, 1967, CF 0182 KX. Lien sale on February 15, 2004 from noon to 2 pm. Coyote Point Marina, San Mateo. Please call (650) 573-2594.

CATALINA 22 AND AQUARIUS 23. Catalina, 1978, swing keel, sink unit, pop-top and cover, cushions, pulpits, lifelines. Aquarius, 1973, centerboard, pop-top, dual batteries, bilge pump, depth, three sails, main reefs. No motors or trailers. \$2,500. Call (707) 825-7715.

HUNTER 212, 2000. Never in water. Galvanized trailer, motor mount. Bimini top, cockpit cushions, forward hatch. Roller furling jib, mainsail cover. Kick-up rudder. Sleeps 4, huge cockpit. Must sell. \$10,000. Call (800) 499-7245.

RANGER 23. Autohelm ST 30 wind, depth, speed and tiller autopilot, nav lights. VHF, spinnaker with cockpit bag, head, 5 hp Nissan. Call Jean (510) 769-8952 or email: jnovotny@sbcglobal.net.



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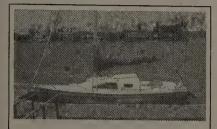
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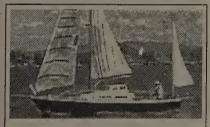
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CAL 20, 1963. \$1,700. Bottom job/faired keel 2002. New rudder/tiller 2002. Main, jib, spinnaker, 3.5 hp outboard, solar panel, Porta-Potti. Solid boat, ready to sail. Email: melissa@queserasailing.com or (510) 883-9115.



O'DAY 24, 1988. Docked in Bel Marin Keys, Novato. In great condition and comes with a Honda outboard engine. Clean inside and out. Good condition. \$5,500. Come see. Call Marc for details (415) 328-2992.

CATALINA 22 Mk II, 1997. Barrier coat. fin keel, no blisters. Excellent condition. 1999 15 hp Mercury, 6 gallon tank, stereo with interior speakers, galley kit, Porta-Potti, Hot Pockets canvas. Fishfinder, windspeed and knot indicators. VHF, compass, solar panel. BBQ, stove, fresh water. 155% genoa, full batten main 1999, roller furling, tabernacled mast, full spinnaker equipment, extra sheet stoppers, extra halyard winches, inboard genoa tracks, class jib with cover, symmetrical spinnaker, asymmetrical spinnaker, backstay adjuster, custom mainsheet blocks. Catalina 250 rudder with extension, canvas package, Danforth anchor, flares, lifelines, fire extinguisher, life jackets, cockpit cushions, life sling, manual bilge pump. \$10,000/obo. (831) 423-7298.



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### 25 TO 28 FEET

O'DAY 25, 1977, #1008. Shoal keel with centerboard. 9.9 outboard. Good condition. New bottom paint. New mainsail, roller furler and 135% genoa. Oversized dodger. Tiller pilot. VHF. Berthed at Marina del Rey, CA. No trailer. \$7,400/obo. Call (818) 985-0154.

COLUMBIA 26. 9.9 electric start longshaft. Sails in good condition. Radio, depthsounder, sleeps 3. Permanent endtie at Berkeley Marina. \$4,500. Call (650) 224-1462.

MARIEHOLM FOLKBOAT 25, 1973. Bottom paint and oversized standing rigging 2003. Wood interior. Professionally painted maroon hull and white deck 2002. 7.5 hp outboard, Autohelm, solar battery, battened sails. Many extras. Excellent condition. \$14,000. Call (805) 482-1665 or email: eric.hilgendorf@noaa.gov.

EXPRESS 27. 8K of work completed. Needs new sails for racing. Last chance to buy this boat. If not sold, moving it out of state and gone from SF fleet. \$12,500/as is. Can be seen at Nelson's Marine. Call Mark (650) 281-3458.

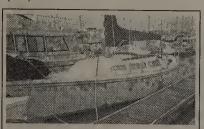


NEWPORT 27 S. A nimble cruising motorsailer for \$8,000/obo. Rerigged stays and shrouds with bottom paint. New 3-blade propeller on Atomic 4, furling jib, 4 winches, GPS map/depthsounder/fish-finder, auxiliary motor mount. Refrigerator, microwave oven, new toilet, sleeps five. Semi-flush deck, wide cabin. Worth a lot more but we're moving. Call (408) 448-1024 or (408) 829-6818 or email: wickerwall@hotmail.com.

CATALINA 27, 1976. Completely refurbished. Inside and out, top to bottom. Hundreds of hours in labor and thousands in parts. Every system has either been replaced or rebuilt. \$12,000/firm. Call (510) 290-6455 for complete list of upgrades. Great deal.

BALBOA 27, 1977. 6.9 Lister-Petter diesel. 2 mains, 1 new 120 jib, storm jib. Painted 2003. 6'1" headroom, Porta-Potti, propane stove. Shoal keel and dagger. 2-axle trailer. \$7,500/obo. (831) 633-3846.

NEWPORT 28, 1974. Newly rebuilt Atomic 4. New deck hardware. New halyards and vang. Spinnaker gear. Sleeps 5. Great boat for SF Bay. Reduced \$5,000. Berthed in Emeryville. (315) 268-0237. ZAP 26. Super fast boat, professionally-built 1990. Bruce King design. Main, jib, genoa, spinnaker, all good sails. Spartech spars, balsa core, s-glass, trapezes, fractional rig, Barient self-tailing winches, electric motor. \$12,000/obo. Motivated seller. (360) 379-1844.



CATALINA 27 SLOOP, 1979. Great condition, ready to sail. In water at Benicia, CA Marina. Fresh bottom, new zincs, Atomic 4, many extras, too many to list. Must see. \$10,000/obo. Call Ken anytime for appointment. (925) 984-5645.

SANTA CRUZ 27, HULL #56. Located Long Beach, CA. Yellow Jacket has been raced and continually upgraded by the members of Shoreline Yacht Club for the past six years. Inventory/pics at Website: <www.fdross.cnc.net/YjforSale.html> \$10,000/obo. Call (714) 523-8252.

PEARSON 26 WEEKENDER, 1976. 7.5 hp Honda, UHF, 90/120 sails, boomvang, plumbed head, depthsounder, large comfortable cockpit. Sails great, sleeps 4. Alameda Estuary mooring. \$5,500/obo. Please call (650) 584-1956 or email: timm@synopsys.com.

LIEN SALE VESSELS. Coronado 25, 1965, CF 1327 CT; Catalina 27, 1980, good condition, CF 6385 GU; Duncan 27, 1972, CF 6476 HY. Bayliner 25, 1974, CF 1768 FL. Lien sale on February 15, 2004 from noon to 2 pm. Coyote Point Marina, San Mateo. Please call (650) 573-2594.



ERICSON 27, 1972. Atomic 4, tiller, sleeps 5, 6'1" headroom. New: Exhaust, fuel tank, prop, full batten main, 155 genoa, sail cover. Misc: CD stereo, VHF. Perfect cruiser in perfect condition. Email for more pics. \$8,500. Ray (310) 322-7290 or email: rmcvey@aol.com.

ISLANDER 28, 1978. Atomic 4, spinnaker, whisker pole, folding prop. Autohelm, Garhauer boomvang, Force 10 heater. 7 sails, port and starboard compasses, GPS, engine hour meter, stereo, charger, VHF, swim ladder, knotmeter, rpm meter. Excellent condition. \$17,000. Call (650) 593-3311. ERICSON 27, 1974. Atomic 4, ss gas tank, tiller, wind generator, lines aft, reefing points, rebuilt exhaust, spinnaker, 120vac refridge. Solid boat. \$6,000/obo. (510) 749-1374.

25-FT NORDIC FOLKBOAT. Freya, #108. Teak on oak. Extra tanbark sails. No motor, but has mount. Fun to sail. Should get TLC soon. Very pretty boat. Lying Woodley Island Marina, Eureka. \$1,500/obo. Call (707) 923-1375 or (707) 498-9877.

O'DAY 27. Sausalito berth. Yanmar 8 hp diesel, runs great. Nice, clean, roomy. Depthfinder, VHF, stove, sink, icebox, etc. Flexible partnership possible, \$100/month. Price negotiable. \$7,700. Trades considered. Call (415) 331-5251.



ERICSON 27, 1972. Yanmar 2GMF diesel, only 27 hours. New instrument/electrical panel and 12vdc and 110vac wiring. Depthsounder. New head and holding tank. All lines run aft. Can sleep 5, 6'2" headroom. \$5,400. Call (650) 494-0461.

CAL 28. Clean, great daysailer. Full headroom, two sets of sails. New Nissan 6 hp, 4-stroke motor. Sleeps six. Large cockpit. Electrical lights and refigerator. Built 1963, no damage inside or out. Berthed in Richmond. \$3,000. Call (707) 894-4711.

COLUMBIA 26, 1969. Sound Bay boat with large cockpit and spacious interior. Main, jib, stove, icebox, enclosed head, sink, VHF, older Evinrude 6.6 hp outboard. Needs bottom paint. Gas House Cove. Must sell. \$4,000/obo. (518) 928-7652.

28-FT HAWKFARM. Ready to race. New: Engine, paint, electronics, wiring, unibraid lines, sails, interior. Incredibly faired underbody, consistent winner. Selling price is less than upgrades alone in last 3 years. Call for new equipment list and see. Dan Newland (510) 521-7172.

MacGREGOR 26X, 1997. Yamaha 50-hp 4-stroke, roller furling jib, cruising spinnaker. VHF radio, compass, GPS, fishfinder/depth, 30-amp AC, extra battery, large wheel. Trailer with spare tire, more. \$16,900. Call (408) 732-8163 or email: jeffrey.r.olmstead@juno.com for detailed equipment list.

CAL-25, 1971. Great Bay and Delta boat, already in the Delta at Owl Harbor Marina, \$112.50 per month plus electricity. Pop-top with side covers. \$1,900/obo. For more, information call (209) 785-1830 or email: ronjen@caltel.com.

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SEIDELMANN 25, 1979. 3 sails, new rigging, new interior, two propane stoves, boat and mainsail cover. Knotmeter, microwave, heater, sink. Navigation table, flare gun and other safety equipment. Great condition. Free Yanmar inboard motor and more. \$4,000/obo. Call Joe (925) 765-5450.

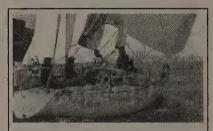


YANKEE 26, 1975. S&S designed. Great condition. Wheel steering, roller furling. New lines and autopilot. Singlehanded arrangement. Inboard gas engine. Fin keel, skeg rudder. Newly refinished wood, Cetol. Many extras. Located Moss Landing. \$11,000/obo. Call (831) 236-2231 or email: haney\_mark@msn.com.

SANTANA 27. Excellent condition. Autopiliot, radio, depthfinder, knotmeter, new interior cushions and teak floors. North Sails: main, jib and spinnaker. Honda 4-stroke with low mileage. \$8,000/obo. Call (209) 525-9156.

CATALINA 27, 1972. New standing and running rigging, painted mast, new bottom, new upholstery, new propane stove. Rebuilt head, new thru-hulls. 15 hp o/b, low hrs. Dinette version. \$9,500/obo. Please call Rusty (415) 279-7382 or email: rustycanada@hotmail.com.

PACIFIC SEACRAFT 25, 1976. Good condition. A classic, strongly built, double-ender. Ideal for Delta or pocket cruising. Teak deck and interior. Sausalito. \$12,000. Call (415) 518-3291 or email: mlbamford@hotmail.com.



WYLIE 1/2 TON HAWKFARM 28, 1975. Very clean, lovingly maintained and upgraded. New standing/running rigging. Volvo 18 hp saildrive with 3-blade folding prop, less than 200 hours. VHF, standard Horizon depth, wind, speed. New Harken roller furling, mast mounted tri-color and VHF antenna. Navico tiller pilot with remote, good sail inventory with new Pineapple main, .75 oz. spinnaker, sleeved mast. New bottom, new deck/interior paint, custom-built trailer. Must see, must sell. Asking \$18,500. Lying at Richmond YC. Please call Jeff (916) 601-3882 or email: jwarner@ghcp.com.

OLSON 25, 1985. Hull #76. Pacific Boat Works. Singlehanded setup. Harken roller furling. Autohelm autopilot. Full lifelines, Honda 7.5, 4-cycle. 2 jibs, new main with 2 reefs, spinnaker with Chutescope. Harken self-tailers. Battery with charger, shore power. \$12,000/obo. (925) 786-5641.

ALBIN VEGA 27, 1976. Pocket cruiser. 2 years new: Autohelm, 130% UK genoa, 10amp charge, cushions, gel battery, stainless tail winches, Force 10 stove, running lights, panel upgrades 12/110, Nicro vents, traveler. Knot/depth, VHF, 6 working sails plus spinnaker. Hauled 2001, clean, outboard. Emery Cove. \$8,000. Aaron (510) 798-3617.

### 29 TO 31 FEET

1929 BIRD, GREY GOOSE, #10. Proven race winner, ready to go. Recent survey, good condition, new 8 hp outboard, two mains, jib, spinnaker. Must sell. \$7,000. Email: greygoose10@hotmail.com or call (912) 224-7111.

ERICSON 30+, 1984. New bottom paint, great condition above and below water-line. Universal 18 diesel, roller furling, teak interior, sleeps 6, 25 gal fuel, 43 gal water, pressure hot/cold. CQR, 2 Danforths, windlass, more. \$24,500. See Website: <a href="https://www.geocities.com/ericsonforsale">www.geocities.com/ericsonforsale</a> (858) 459-6832 or kaukoe@juno.com.



**30-FT CHINESE JUNK.** Built Hong Kong 1958, lying Alameda. Sound hull, authentic bamboo sails, two 9.9 hp new Honda longshafts. Enclosed poop deck, propane heat and range. Liveaboard owner, 17 years, moved ashore. Boat needs TLC. \$15,000/obo. Call (206) 284-0962.

CATALINA 30, 1980. New standing and running rigging, 2002 Garhauer traveler and boom vang, wheel steering, lines led aft, roller furler, diesel engine. Pics and more info at <www.erols.com/konawalik/catalina30.html> \$19,500/obo. Call (415) 378-3342.

BAYLINER 30, 1980. Recent bottom paint, thru hulls, and pumps, 9/03. 15 hp longshaft Evinrude. Volvo Penta inboard (extra Volvo Penta, will sell with boat or separately for \$1,500). Wheel steering, lines run aft, self-tailing winches, 6'2" headroom, oven, propane stove, fridge, hot water. Nice interior, great sailboat. South San Francisco berth. \$8,500/obo. Call Chris (415) 571-1502 or email: capricorn747@hotmail.com.

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ERICSON 30, 1969. Universal diesel. Mast, standing rigging, main new 2000. Bottom paint 2003. Headsail roller furling. Wheel steering. Manual windlass. Autopilot. \$16,000. Located in Oxnard, CA. See Website: <www.lparm.org/ericson> Call Tim (805) 886-4662 or email: ericson@lparm.org.

CATALINA 30, 1974. Tall rig, Harken RF, good Atomic 4. Legal head with holding tank, H/C pressure water, shower, alcohol stove. Spinnaker pole, swim step, more. Nice, roomy boat. Needs new cushions. \$11,000/as is. (650) 218-6434.



TRIPP 30. Beautiful, well-built boat designed by Bill Tripp, built in Holland. Extensively upgraded. Custom mahogany interior. Yanmar 2GM20F diesel with 400 hours. Full cover, dodger. Avon Redcrest and forced air Wallas heater. Awlgrip hull. Rigging controls set up in cockpit for singlehanding and ease of control. Located in Sausalito, CA. Asking \$27,500. Call Wayne (310) 551-2800 ext 204.

RAWSON 30, 1965. Documented full keel cruiser. 4 sails, 2 anchors, chain. VHF, 120v, shore power, galley, heater, refer, head. All new cushions, bowsprit, more. Needs engine. Loch Lomond Marina, A-32, \$5,500. Call before 8 pm. (415) 388-3093.

OLSON 30. Ready to sail. Trailer, outboard and all equipment included. Santa Cruz race and practice sails. Moved from area, must sell. Make offer. Please call (707) 864-6294.



CATALINA 30, 1985. Standard rig. diesel, wheel steering, dodger, CNG stove, H/C pressure water. 110 and 150 headsails, asymmetric, 2 mains. Bottom redone Nov. 2002. VHF, depth, speed. \$27,500. Call (510) 830-6215.

ERICSON 30+, 1983. 7 sails: two mains, 4 genoa, spinnaker. Harken furling, 7 Barient winches, B & G instruments, AutoHelm, VHF, Loran, gel charger, diesel, Martec prop, pressure water, refrigerator freezer, propane stove, Sleeps 6. \$27,500. <a href="http://home.earthlink.net/">http://home.earthlink.net/</a> ~indig> Call (925) 367-6250.

NANTUCKET CLIPPER, 1979. Builder: Offshore Yachts Int'I/LTD, Norfolk, England. LOA 31.8', LOD 29.5', LOW 21'. Beam 9.1'. Yawl rig, full keel, 6,500-lbs lead ballast. FG hull, inboard Volvo 14 hp diesel, overhauled May, 2003. Fuel 10, water 20. Head, stove/oven, refrig. New compass and knotmeter. Tiller. 2 bottom action winches. 110 genoa, main, mizzen, spare genoa, storm trisail. Roller reefing main. Excellent condition, new top-deck, hatch. Berths 5. Standing headroom, \$24,500. Call Alex (415) 269-1823 or email: ja2rheda@yahoo.com.

CATALINA 30. Diesel, 200 hours. Max Prop, refrigeration, 4 AGM batteries, furler. self-tailers, wheel. Autopilot, full instruments. Meticulously improved. Have extensive list and pictures to email: mikejh@pcmagic.net or (650) 291-4242. Moving up, priced stoway for a great value in this price range: \$31,000.



FISHER 30 MOTORSAILER. Complete refinish / refit. See Website for details: <a href="http://www.fisherlionheart.net/">http://www.fisherlionheart.net/</a>> \$59,950. Call (408) 398-4057.

CAL 3-30, 1975. Builder Jensenmar. New dodger. Interior in great condition. Large sail inventory. \$10,000. (415) 435-2619.

CATALINA 30, 1982. Nice boat. 2003 work: New standing and running rigging, overhauled Atomic 4, rebuilt Harken roller furling, refinished brightwork. Boat has dodger, main, storm and 2 headsails. Sausalito berth. Can send photos. Email Mark: mmherman1@earthlink.net or call (415) 794-3065.

ISLANDER BAHAMA 30, 1980. Excellent condition, many extras. Price is \$21,900. Located South Beach, San Francisco. For more info go to: <a href="http://">http://</a> www.miasolutions.com> follow link sailboat'. Call (650) 298-9043 or email: islandersavuti@yahoo.com.

### 32 TO 35 FEET

BABA 35, 1984. Better than new, Fresh water since 1987 and stored inside. Everything replaced, new Yanmar in 2003. Best offer. See Website: <a href="http://www.">http://www.</a> band2041.com/halcyon.html> Email: dlglueck@earthlink.net for details/photos.

1972 COLUMBIA. Tiller, dodger, new sails and standing rigging. Atomic 4, 2 burner/oven, solar panel, radar, GPS. Many extras. Call Bryan (510) 388-2876.

ATKINS 32 CUTTER. Ferro cement with 11-ft beam, 39-ft LOA. Documented, New North Sails main and jib. 3 cylinder Yanmar. New \$10,000. Located in Alameda with a shipping cradle. Call (800) 218-8811 or (415) 219-0325 (pgr). Only cosmetics needed on deck, \$15,000.



NEWPORT 33, 1983. In excellent condition with Universal 20 diesel. Great Tahoe boat, available with slip. Full galley and hot/cold pressure water system. Newer sails: main, furling jib, spinnaker. Many upgrades too numerous to mention, e.g. new bottom in 2001. In the water, ready to sail. \$32,500. Call John (775) 749-1028 or email: jcd3@ix.netcom.com.

CAPE DORY 33, 1982. Timeless Carl Alberg design. Factory auxiliary cutter. Well appointed with an eye towards tradition. Taylor kerosene stove, bulkhead solid fuel heater. GPS/VHS, Autohelm 4000. Stereo. Refrigerator, Hot/cold pressurized water. New headsails. Profurl. Very good overall condition. Deeply discounted reflecting oil leak in Universal #5424. \$38,000. Call (415) 626-7087.

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FUJI 35 KETCH, 1976. Cutter rigged. Westerbeke 30 hp, 1,200 hours. Roller furling jib. New canvas, interior, standing rigging. Shower, 3-burner propane stove/ oven, diesel heater, dodger, GPS chart plotter, radar. Beautiful boat, excellent condition. \$57,000. Call (707) 374-2999 or (916) 837-2386.

CHALLENGER 32, 1974. Wheel steering, new interior cushions. 27 hp Palmer gas engine. Comes with 36-ft SF slip with 30 years remaining on lease. \$30,000. Call (415) 956-2528.

ERICSON 35, 1970. Reduced. Great sailer. Comfortable, liveable. Mahogany interior, teak brightwork. Proven coastal cruiser. San Diego. \$18,500/obo. Call (760) 436-9991.

APHRODITE 101, 1985. Fractional rig, teak deck. New standing and running rigging. New sails, spinnaker and sock, Major engine service, low hours, well maintained. Mint, beautiful. \$16,000. Please call (510) 407-0456.

33-FT WILLIAM GARDEN KETCH. Master Mariner vet. 2 cyl Yanmar diesel, low hours. Much recent work done. New s/s standing rig and halyards. Cedar plank on oak frames, teak deck. Cozy and classic. A keeper to the right party, \$17,500, Call (415) 332-2500.

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WYLIE 34, 1981. Moody Blue. North Coast 10.3 racing sloop. Perkins diesel installed 1996, 360 hours. LP painted topsides, new interior/cockpit cushions. New Mylar main, genoa, standing rigging 1999. New halyards 2003. New batteries, solar panel. Race winner. Offered at \$38,500. (310) 430-1769.

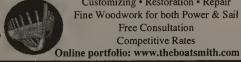
32-FT BENETEAU 321, 2000. Easy to sail: roller furling jib and main, autopilot, easy handling. Spacious: 11'3" beam, 6'3" headroom, huge aft cabin. Comfortable: clean, 2 hot/cold showers, sunshade with full cockpit side mesh, shade, bug screen, privacy. Classy: European design, Bose speakers cockpit and cabin, custom upholstery, beautiful wood interior. Extras: dodger, dinghy, windlass, 420 amp hour house battery, 75 amp alternator, dual battery monitor, refrigeration, tridata/wind instrument, macerator, bilge alarm. Lightly used, 150 engine hours. \$84,000/obo. Please call Jim (415) 302-8656 or email: onaroll@sprynet.com.

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### 36 TO 39 FEET

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36-FT LANCER. Excellent liveaboard, lots of room, sleeps 6. 3-burner Force 10 propane stove, microwave, hot water, new electric head. Lots of beautiful teak inside. 3 sails in good condition. \$40,000/obo. Call Jess at (415) 810-0419 or email: jessgunther@yahoo.com.

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ISLANDER 36, 1974. Self-tailing winches, oversized roller furling, 3 chutes, dodger, Perkins 50 hp, new rebuilt transmission. Hauled and painted September. Dinghy included. Liveaboard berth, Sausalito Marine S-6. \$25,000. (415) 465-2303.

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SHANNON 37 KETCH, 1987. Immaculate, semi-custom cruiser with furling main and jib. 40 hp Perkins, 5 kw generator, A/P, SSB, CD, A/C, radar, GPS, VHF, liferaft, dinghy with 5 hp and more. Cruising ready. \$165,000. See: <www.gypsyreport.com> Please call (415) 793-7224 or email: kitcody@yahoo.com.

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PEARSON 365 KETCH. Over 20K in upgrades including fireplace, new interior, Awlgrip, autopilot, dodger, Zodiac, sailing dinghy, 10 bags of sails including 2 spinnakers. No sales tax. \$47,500. Bern (831) 438-1506 or email: Bem@sb-property.com.

CATALINA 380, 1999. Excellent condition. Very well equipped for safe and comforatable cruising. See Website: <www.geocities.com/dboat321> for equipment list and pictures. Asking \$149,000. Call (623) 322-4948 or (623) 670-0704.

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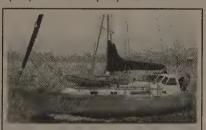


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SELLING EVERYTHING. 1978 Pacific Seacraft Mariah 36, double-ender, cutter rigged, Yanmar diesel, BUC value \$65K, \$30,000. 1981 Lancer 36, rebuilt Yanmar, \$20,000. 1977 Pearson 30, wheel steering, blown Atomic 4, \$4,000. Call (510) 409-9735 or email: boatbrain@aol.com.

CAL 39, 1979. Corinthian deep keel. Perkins diesel, recently rebuilt transmission and replaced plumbing. New: Furler, traveller, vang, blocks and batteries. 2year-old mast rebuild, rigging and sails. Dodger, bimini, windlass, inverter, folding prop, stereo, TV/VCR. Immaculate. Call (415) 740-6451 or (415) 922-5883.



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TARTAN 41, 1972. Beautiful racer/cruiser. Many upgrades. Excellent liveaboard. Westerbeke, low hours. Good sails, spinnaker, furling, ST winches, nice interior, spacious, new upholstery, new dodger, Force10 oven and heater, much more. SF Bay. See <www.sonic.net/~abraxas/> \$68,000. Call (707) 696-3763 or email: allen\_brinkman@agilent.com.



COLUMBIA 45 SHOAL KEEL KETCH, 1972. Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours, 200 galfuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and information at Website: <a href="http://www.msnusers.com/">http://www.msnusers.com/</a> Columbia45Hull3>\$87,000. (650) 274-8357 or email: eprincipe01@hotmail.com.

45-FT STEEL KETCH, 1995. Veteran cruiser, custom built, US documented. Diesel motor, generator, autopilot, SSB, radar, GPS, plotter, more. Great boat, forced to sell. \$78,000. Equipment list and photos available. Call (360) 330-0637 or email: svtopless@aol.com for appointment.

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1994 CATALINA. Two staterooms, watermaker, solar, full bimini. Cruise ready, too much to list. Call for details. (510) 337-1481.

TRADE BEAUTIFUL PEARSON 424 in Brisbane Australia. Well equipped for cruising. Rerigged, upholstery, dodger. new 2002. Icom SSB, Pactorll, mainsail, radar, GPS, new 2000. Solar panels, wind generator, more. Would like to trade for smaller boat plus cash. Please email: svequinox@hotmail.com.

GULFSTAR 50 Mk II KETCH, 1977. Center cockpit, two heads, stand-up shower, 200 water, 100 fuel. Autopilot, radar, Ham/ SSB, refrig/freezer, watermaker. Windlass, dinghy, 9.9 Mercury. GPS, VHF, CD, 406 EPIRB, windvane, solar panels. Presently cruising Mexico. \$102,000. Email: jemrfy@yahoo.com or (623) 584-7730.



1979 MORGAN OUT ISLAND KETCH. Lying San Diego. Sailed many places. Continually upgraded and maintained. Recent new sails, electrical system. Great liveaboard/cruiser. Asking \$89,000. For complete equipment and spares list email: jrbeutler@hotmail.com or call Bud (619) 579-6726. May consider delivery.

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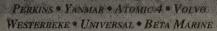
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FORCE 50, 1984. Refit in NZ. Awlgrip, teak decks recaulked, aluminum masts, enclosed cockpit, wind generator, solar panels, liferaft, watermaker. 5.5w NL genset, 2 heads, sleeps 8, beautiful teak interior, great liveaboard. \$189,000 Please email: wolczko@yahoo.com or call (206) 919-0506 for inventory list/pictures.

CAL 40, 1964, HULL #6. in great condition, fully sound and seaworthy, found to be in high standards. 2001 replaced Sterntube with a G-10 tube, thru-hulls, seacocks and hoses. Rigged nice and clean. New Harken big boat series traveler/mainsheet system, Vangmaster vang and Tuff Luff. Pathfinder 4-cyl diesel. This is a great example of the legendary Cal 40. Baby on the way, will be missed. Asking \$48,500, all offers considered. Call Elton Schweitzer (360) 385-6229 or email: eltonschw@hotmail.com for photos.



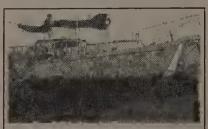
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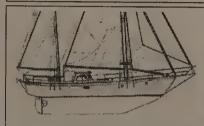
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55-FT LOA STAYSAIL KETCH, 1976, diesel. Hartog design, Strong profession-ally built ferro hull. Solid ash, mahogany and teak interior with 4 cabins and amenities. Dry center cockpit design. Gear includes radar, dinghies, autopilot, depth finder, VHF, anchors, sails and much more. SF slip available. Sailed to Tahiti and Mexico. Recently surveyed and insured. Ready to cruise and live aboard. Needs paint but a bargain at \$70,000. Call (510) 540-4949.



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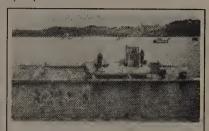
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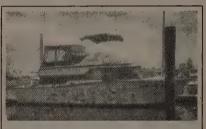
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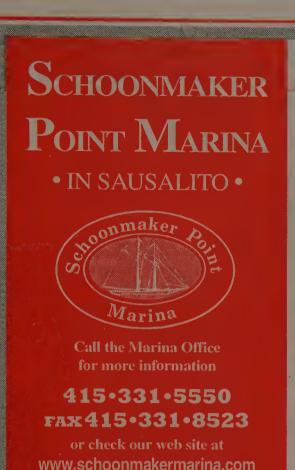
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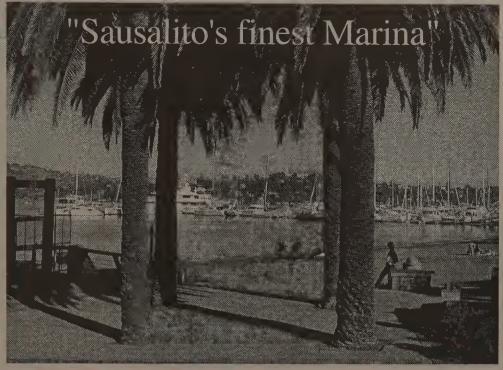
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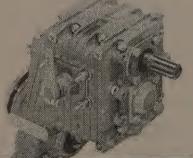


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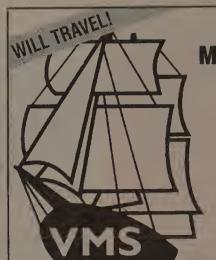


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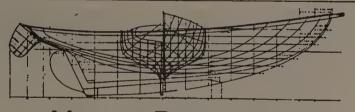
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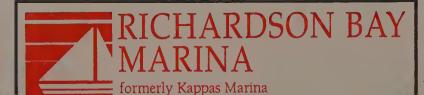
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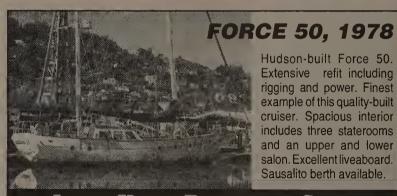
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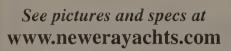
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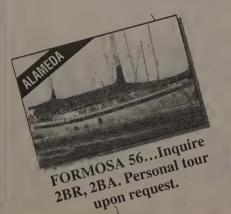
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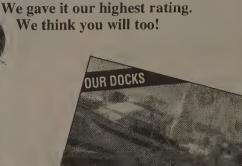
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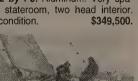
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\$72,000



35° CHEOY LEE, 1979 Papular Rabert Perry designed fin keel slaap has skeg hung rudder, keel-stepped most, rock & pinian steering, teok decks. Well equipped: extensively rewired, replaced reefer, interiar cushians & curtains redane, Furuna rodar, standing & running rigging redane '97, practically newmoin, PraFurl furler, recentdadger, new full cover. \$59,000



36' CATALINA, 1983 This particular boat shows well inside and out, and has had a significant amount of work done over the past three years — reworked sails, new electronics, reworked water system, new refrigeration system, rebedded stanchions (with new lifelines) and chain plates, new transmission and fuel tank, etc., etc., etc., 554,000



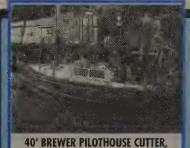
30' HUNTER SLOOP, 1994 Baat shows practically like NEW inside and out — the cushions laak like they've never been sot an! Yanmor diesel, renewed running rigging, raller furler, recanditianed dodger, téak & hally sole, 6'3" heodraam, very large double berth oft. One of the raamiest 30-ft boots ever built, and this particular exomple is a must see. \$49,000



40' HARDIN SEA WOLF, 1978 Designed by Williom Garden and built by Bill Hardin, the Seo Walf 40 is a roamy, heovily-built fibergloss ketch thot laaks like a carvel-planked clipper baw clossic. Charming, roamy, seakindly with oll weight (engine/tonkage) corried amidship, she mokes on excellent liveaboord or cruiser. Just detoiled, shows like new. \$52,000



Very clean and lightly used example of the vessel. Tall rig with new Dayle moin, recent roller furler, jib and running rigging less than faur years ald, Universal diesel with low haurs, wheel steering. Prime Sausalita Yacht Harbar slip can transfer. \$19,900 Alsa 1983, \$17,000.



### 1988

Ted Brewer design, large open solon oreo with golley. Cruise equipped pullman berth plus V-berth. \$175,000

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36' UNION POLARIS CUTTER, 1985 Rabert Perry, Perkins 4-108, wotermaker, solor panels, oluminum spars, real cleon. \$94,500



43' BREWER CAPE NORTH CUTTER, 1980. Aft cackpit, new engine, SO hours, great soil inventory, SSB, AP 6000, liferaft and much mare! \$119,000



CAL MKII, 1978, #10. PETERSON, 1978, performance. IRWIN, 1980, inexpensive. Pictured: CATALINA, 1995, swim step.



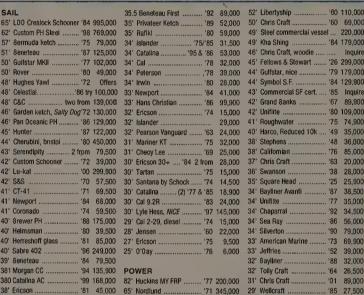
Yonmor, SSB, Autohelm 6000, Maxi prop, Seafrast ref. \$249,000



535 NORSEMAN CUTTER, 1988 - Bristol! Reckmann hydraulic furling on heodsails and moin, electric winches, hard dadger, baw thruster — oll top af the line. \$519,000



	To Horrosilon glass
	40' Sabre 402
985 hours.,	39' 8eneteau
	381 Morgan CC
ess, Harken 📗	380 Catalina AC
0 or affer.	38' Ericson
	38' Pacific





62' BREWER STEEL KETCH, 1998 Custam pilathause. Ted Brewer design, steel, Llayds, Caterpillar 311S, 3 stoteroom, 16 kw genset, bow thrusters, new sails, much mare. \$769,000



41' CT KETCH, 1971. Isuzu 60hp/ William Gorden, new spors, new dripl RF, Bristal. Two baat awner. \$69,5





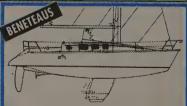
SABRE 402, 1996. Sabre blue hull, full batten mainsoil, headsail an PraFurl roller furler, Carion countertops, lacated here an the Boy. \$249,000



38' PANDA, 1982. Newer soils, FB moin, head soil & staysail on Horken roller furling, also rerigged. Beoutiful solid teok interior. To Shing quality. \$95,000



30' SANTANA, 1974 Valva diesel, brand new uphalstery, Schock built. \$14,500



51', 1987, \$125,000. *Pictured*: 35s5, 1992, lots of baot for her size, fost design, dub rocer, \$79,500. 39', 1984, \$79,500.



**PASSPORT 41C, 1990** Bristol, swim step, toll rig, custam underbady, blue hull, Perkins 4108, fast passagemoker. \$285,000



**65' LOD CREALOCK** SCHOONER, 1984 Cold malded, U.S. built, exceptianolly Bristol, certified far 49 passengers.



46' PAN OCEANIC PILOTHOUSE CUTTER, 1986 By Ted Brewer. Outside and inside helms, great loyaut below. \$129,000.



CATALINA 42 MkII, 2002 Three staterooms, full electranics, leother interiar Better than new. \$225,000



47' HYLAS, 1986 3 staterooms, Sporkman & Stephens design. Westerbeke 70 hp low haurs, genset 8kw, hydroulics. \$225,000



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47' MASON. Vaughn-built ctr cackpit ketch. 4-236 dsl, radar, elect, lats af gear. Ext LPU & minar impro due. Strang, gaad, praven warld cruiser. Ask \$79,500



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32' GRAND BANKS TRAWLER w/Sausalita Charter



Business. Dsl, radar, VHF, depth, Laran, AP, 6 berths, Bimini, windlass & mare. Very shipshape. \$69,000.



42' LOD, 52' LOA, CUSTOM STEEL HIGH ENOUR-ANCE MOTORSAILER. *Celeste* is probably the ULTIMATE WORLD CRUISER! All steel, sails and matars very well. Far tag much to describe here. Must be seen. \$98,500.



32' FJORD CRUISER built by Fjard-Plast of Narway. Twin Valva 170hp mains, heavy glass canstruction, well equipped & maintained. Asking \$27,349.



43' STEPHENS SEDAN CRUISER, 1955. Fleetwaad is in extra fine canditian. Twins, laaks better than new inside and aut. Must see, wanderful! Try \$99,500.

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- Oelta convas ...... 25' 00 NZI 2-25, VB, Arneson Orive.. 29, S00
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Ask 17.500 

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58' LOD, 16'6" Beam NEW ZEALAND SCHOONER. Bìg, strang, capper riveted, 3x kauri-planked. Detrait dsl, radar, AP, watermaker, genset, shawer, 3 stateraams & much mare! Bluewater warld cruiser. Ask \$125,000.

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